

FINAL DRAFT

Central Mountain Counties 8-Hour Ozone Project Level Conformity Analysis for the Angels Camp Bypass



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EXECUTIVE SUMMARY

This report presents the Angels Camp Bypass Conformity Analysis for the Federal approval of the Angels Camp Bypass Project located on State Route 4 from post mile (PM) R21.1 to R23.4 within Calaveras County. The project is located within the Central Mountain Counties 8-Hour Ozone Non-Attainment Area, specifically in Calaveras County. The counties of Amador and Calaveras make up the Central Mountain Counties 8-Hour Ozone Non-Attainment Area. Caltrans District 10 is the Lead Agency for project level conformity analysis in isolated rural areas in the 8-Hour Ozone Non-Attainment Area and is responsible for air quality planning and conformity analysis.

A paper or electronic copy of the Angels Camp Bypass Air Quality Conformity Determination will be provided upon request. This document can also be found at the following website: www.dot.ca.gov/dist10/pages/airquality.htm. The Environmental Protection Agency (EPA) designated the Central Mountain counties as non-attainment, under the classification of subpart 1 (basic), for the 8-hour ozone national ambient air quality standards (NAAQS), effective June 15, 2004. Conformity for the 8-hour ozone standard applies one (1) year after the effective date (June 15, 2005). The EPA issued a Final Rule on July 1, 2004, that amended the Transportation Conformity Rule to include criteria and procedures for the new 8-hour ozone national ambient air quality standard. The conformity contained herein demonstrates that the criteria specified in the Federal Transportation Conformity Rule are met.

Summarized below are the applicable Federal criteria or requirements for conformity determinations, the conformity tests applied and an overview of the organization of this report.

Conformity Requirements

Section 93.109(d) of the Conformity Rule addresses regional conformity tests in 8-hour ozone areas that do not have 1-hour ozone State Implementation Plans (SIPs). The Conformity Rule indicates that basic 8-hour ozone areas without adequate or approved budgets must use either the no greater than 2002 baseline year test or action/baseline test for 8-hour conformity before 8-hour budgets are available. Using either of these two (2) tests fulfills the regional emissions analysis requirement for the 8-hour ozone standard before the budget is established. The Transportation Conformity Rule is summarized in Chapter 1.

The Central Mountain Counties' 8 Hour Ozone Non-Attainment Area has been determined to be "isolated rural" and does not need to maintain conformity with a Metropolitan Transportation Plan and Transportation Improvement Program (TIP), and whose projects are not part of the emission analysis of any Metropolitan Planning Organizations (MPOs) metropolitan transportation plan or TIP Section 93.109(l).

Consultation occurred in February 2006 on the proposed models, associated methods and assumptions for the Angels Camp Bypass Project Level Conformity Analysis.

In addition, on-going interagency consultation is conducted through the Central Mountain Counties Working Group to ensure coordination, communication and compliance with Federal and State Clean Air Act requirements. Both of the two (2) Regional Transportation Planning Agencies (RTPAs) and the Air Pollution Control Districts (APCDs) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), the California Air Resources Board (CARB) and Caltrans (the lead agency) are also represented on the Working Group. The final determination of conformity is the responsibility of the FHWA and the FTA.

Federal Conformity Requirements

The Federal Transportation Conformity Rule (40 Code of Federal Regulations Parts 51 and 93) specifies the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal Transportation Conformity Rule was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal Transportation Conformity Rule has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The Transportation Conformity Rule is summarized in Chapter 1.

The Conformity Rule applies nationwide to “all non-attainment and maintenance areas for transportation-related criteria pollutants for which the area is designated non-attainment or has a maintenance plan” (40 CFR 93.102). Currently, the Central Mountain County Non-Attainment Area is designated as a “non-attainment area” with respect to Federal air quality standards for one (1) criteria pollutant: 8-hour ozone. Therefore, the Central Mountain Counties Non-Attainment Area must satisfy the requirements of the Federal Transportation Conformity Rule for this standard.

Under the Federal Transportation Conformity Rule, the principal criteria for a determination of conformity for a regionally significant project subject to conformity are as follows:

1. Employment of the latest planning assumptions and emission models specified for use in conformity determinations;
2. Regional emissions test
3. Interagency consultation; and
4. Meet criteria found in 40 CFR Part 93

Consultation generally occurs: 1) at the beginning of the conformity analysis process; 2) on the proposed models, associated methods and assumptions for the upcoming analysis, and the project to be assessed; and 3) at the end of the process on the draft Conformity Analysis report. In addition, on-going interagency consultation is conducted through the Central Mountain Counties Working Group to ensure area-wide coordination, communication and compliance with Federal and State Clean Air Act requirements. Members of the committee include the two (2) RTPAs, the two (2) APCDs for Calaveras and Amador Counties, FHWA, FTA, EPA, CARB and the California Department of Transportation (Caltrans). The final determination of conformity is the responsibility of FHWA and FTA.

To ensure complete documentation of the conformity determination, FHWA has developed a Rural Conformity Checklist (Appendix “A”). Most of these required items are included in this conformity document (appropriate references to these items are noted on the checklist).

Conformity Tests

Under the existing Conformity Rule, regional emissions analyses for ozone areas must address the reactive organic gases (ROG) and nitrogen oxides (NOx), which are both ozone precursors.

The conformity tests specified in the Federal Transportation Conformity Rule, basic non-attainment areas without 8-hour ozone budgets or previous 1-hour ozone budgets can use either the *no greater than 2002 baseline year test* or *action/baseline test (40 CFR 93.109(d))*. The test method that was used was the action/baseline test.

Conformity Analysis Results

A regional emissions analysis was conducted for analysis years 2008, 2015 and 2025 for the pollutant ozone and each precursor: ROG and NOx. All analyses were conducted using the latest planning assumptions and emissions models. For the action/baseline test, the Angels Camp Bypass was included in the 2015 and 2025 test scenarios pursuant to its expected construction date in 2015. The major conclusions of the Angels Camp Bypass Project Level Conformity Analysis are:

For ozone, the total ROG and NOx associated with implementation of the project for all years tested (2015 and 2025) and **PASSED** the action/baseline test where the emissions in the action scenario were no greater than the baseline scenario. In 2015, the project will improve congested speeds by 5% through downtown Angels Camp; however, by 2025 congested speeds through downtown Angels Camp will see a 39% improvement without the bypass. In 2025 congested speeds are expected near 18 mph; however, with the bypass, speeds will improve to 26 mph.

- An emissions budget has not been established; therefore, the action/baseline was conducted and was met for ozone. The emissions analysis was performed using the latest planning assumptions and emissions model.
- Since the Central Mountain Counties’ Interagency Consultation Procedures have not been approved by EPA, consultation has been conducted in accordance with Federal requirements. By following the Interagency Consultation Procedures that have been developed, this effort satisfies all of the parties in the Conformity Working Group.
- Consultation has been conducted in accordance with Federal requirements.

Report Organization

The report is organized into four (4) chapters with a synopsis of each chapter described below:

Chapter 1 provides an overview of the applicable Federal and State Conformity Rules and requirements, air quality implementation plans and conformity test requirements.

Chapter 2 contains a discussion of the latest planning assumptions, including a summary of the transportation model characteristics, key socio-economic data, and other data related to the land use and transportation system forecasts.

Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions, and summarizes the regional emissions test results.

Chapter 4 provides an overview of the interagency requirements and the Central Mountain Counties Transportation Planning Agencies general approach to compliance.

Consultation documentation and other related information *is* included in the appendices. Appendix “D” includes copies of consultation correspondence and Appendix “E” includes a transcript of the March 8, 2006, public meeting conducted on the Angels Camp Bypass Project Level Conformity Analysis. There were no comments received on the Conformity Analysis that were to be included in Appendix “F”.

CHAPTER 1

CONFORMITY REQUIREMENTS

The criteria for determining conformity for the 8-hour ozone standard under the Federal Transportation Conformity Rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the Central Mountain Counties' Non-Attainment Area are summarized in this section. Presented first is a review of the development of the applicable Conformity Rule and guidance procedures, followed by summaries of Conformity Rule requirements, air quality designation status, conformity test requirements and analysis years for this Angels Camp Bypass Project Level Conformity Analysis.

Federal Conformity Rule

The Environmental Protection Agency (EPA) issued a Final Rule on July 1, 2004, that amended the Transportation Conformity Rule to include criteria and procedures for the new 8-hour ozone standard.

The EPA's non-attainment area designations for the new 8-hour ozone standard became effective on June 15, 2004, for most areas. Conformity for a given pollutant and standard applies one (1) year after the effective date of EPA's initial non-attainment designation. Therefore, conformity for the 8-hour ozone standard will begin to apply on June 15, 2005.

In accordance with the Conformity Rule, the interagency consultation process is being used for conducting regional emissions analyses and demonstrating conformity for the 8-hour ozone standard. Transportation network development and the 8-hour conformity demonstration were completed in February 2006. Public review of the Angels Camp Bypass Project Level Conformity Demonstration will occur March 8, 2006 through April 9, 2006, and was followed by Caltrans consideration for approval in April 2006.

Conformity Rule Requirements

Section 93.109(l) of the Conformity Rule addresses regional conformity tests in isolated rural non-attainment and maintenance areas. As included in that section, the following provisions of the Transportation Conformity Rule apply to the Angels Camp Bypass Project Level Conformity Analysis: latest planning assumptions (93.110), latest emissions model (93.111) and consultation (93.112). Additionally, the Angels Camp Bypass Project is subject to the interim emissions test since the area was never designated non-attainment for the 1-hour ozone NAAQS and there is no currently approved or adequate mobile source emissions budget for the 8-hour ozone standard.

While the Transportation Conformity Rule identifies a number of other requirements for conformity determinations in rural non-attainment areas, they are not applicable for this conformity determination. First, there is no applicable SIP with transportation control measures (TCMs). Therefore, the timely implementation of TCMs is not applicable.

The other requirements (93.116 and 93.117) apply only in PM10, PM2.5 and CO non-attainment and maintenance areas.

Conformity Test Requirements

Under the existing Conformity Rule, regional emissions analyses for ozone areas must address ROG and NOx precursors. The test used can be either the no greater than 2002 baseline year test or action/baseline test for 8-hour conformity before 8-hour budgets are available. Areas will need to determine the modeling analysis years that apply for the 8-hour standard. The requirements for the analysis year are included in 40 CFR 93.119(g). The first analysis year must be no more than five (5) years from the year the conformity determination is being made. Since the attainment year is within the first five (5) years, once the transportation modeling is complete, the 8-hour ozone non-attainment area will have models completed so that the attainment demonstration SIP budget for the isolated rural non-attainment area can be established. Additional analysis years include the last year of the transportation plan's forecast period and any year such that the analysis years are no more than ten (10) years apart. The area must then calculate emissions in the analysis year from the existing and planned transportation system.

Ozone

Ozone is a secondary pollutant generated by chemical reactions in the atmosphere involving volatile organic compounds ROG and NOx. The motor vehicle emissions budgets for ROG and NOx will be in the Central Mountain Counties 8-Hour Ozone Attainment Demonstration Plan in tons per average summer day by June 15, 2007.

Conformity Analysis Years

The regional emissions estimated for the analysis years: 2008, 2015 and 2025.

CHAPTER 2

LATEST PLANNING ASSUMPTIONS

The Final Rule adopted on July 1, 2004, allows conformity determinations to be based on the latest planning assumptions that are available at the time the Conformity Analysis begins. The interagency consultation process should be used to determine the time the Conformity Analysis begins. The addendum to the consultation on processes issued in January 2005 began the Angels Camp Bypass Conformity Analysis.

This new Angels Camp Bypass Project Level Conformity Analysis is substantiated by the acknowledgement that the Angels Camp Bypass Project is financially constrained and will be funded with expected project delivery dates. The design, concept and scope of this project are established for the Central Mountain Counties Non-Attainment Area in this document.

The most recent planning assumptions were used based on the date: February 2, 2006, when the land use data and models were completed. Fehr & Peers, Inc. Transportation Consultants submitted the completed Calaveras and Amador County 2002, 2008, 2015 and 2025 transportation demand models (TDMs) to Caltrans District 10 on February 2, 2006. We began the analysis methodology in the Fall of 2005, and began the Conformity Analysis runs the first week in February 2006 and continued through the first week in March 2006.

Socio-Economic Projections

The benefit basin study and a comprehensive overall county wide analysis of both counties of socio-economic projections were completed for this Study. In accordance with Section 93.110 of the Federal Conformity Rule, the most recent estimates of population and employment projections that have been approved by the RTPAs have been used. Population and employment data for each county are listed in Tables 2-1 and 2-2.

Traffic Modeling

Traffic models for Calaveras and Amador Counties using the software application TransCAD have been developed and utilized for the Angels Camp Bypass Conformity Analysis. The base year for the model is 2002 (model documentation can be made available upon request).

Highway Networks

Networks needed to meet the requirements for the Conformity Analysis are for the years 2008, 2015 and 2025. Appendix "B" contains a list of the financially constrained projects used to develop the transportation networks for 2008, 2015 and 2025 used in this Angels Camp Bypass Project Level Conformity Analysis. The Angels Camp Bypass Project was included in the 2015 and 2025 action/baseline scenarios for Calaveras County. There are no new projects in the Calaveras model in 2008.

The link on State Route 49 (SR-49) in the Amador model that is directly affected by the Angels Camp Bypass Project shows no difference in vehicle miles traveled (VMT) in the action scenario versus the baseline scenario in 2015 and 2025, thus there will be no impact. The Cooks Ham and SR-49 bypass projects in Amador County are included in the 2008, 2015 and 2025 Amador model scenarios.

Traffic Estimates

Table 2-1: Traffic Network Comparison for Horizon
Years Evaluated in Conformity Analysis: *Calaveras County*³

HORIZON YEAR	Total Population (thousands)	Employment (thousands)	Avg. Weekday VMT (millions w/o bypass)	Avg. Weekday VMT (millions with bypass)
2002	<u>41.58</u>	<u>9.45</u>		<u>1.66</u>
2008	<u>48.70</u>	<u>10.48</u>		<u>1.97</u>
2015	<u>53.60</u>	<u>11.69</u>	<u>2.32</u>	<u>2.32</u>
2025	<u>64.63</u>	<u>13.69</u>	<u>2.95</u>	<u>2.95</u>

Table 2-2: Traffic Network Comparison for Horizon
Years Evaluated in Conformity Analysis: *Amador County*

HORIZON YEAR	Total Population (thousands)	Employment (thousands)	Avg. Weekday VMT (millions)
2002	<u>32.20</u>	<u>12.32</u>	<u>1.4</u>
2008	<u>38.03</u>	<u>14.34</u>	<u>1.72</u>
2015	<u>43.12</u>	<u>16.10</u>	<u>1.92</u>
2025	<u>50.42</u>	<u>18.65</u>	<u>2.27</u>

Air Quality Modeling

EMFAC 2002

In accordance with Section 93.111, the latest emission estimation model (EMFAC 2002) was used in the 8-hour conformity determinations. In addition, the EPA approved methodology for updating the default vehicle activity data was also used. The vehicle registration data included in the EMFAC model was less than five (5) years old at the time the Conformity Analysis was begun.

State Implementation Plan Measures

There are no committed control measures as there is not an approved SIP. Until there is an approved SIP, the Central Mountain Counties will not have control measures. The Central Mountain Counties 8-Hour Ozone Basic Attainment Demonstration Plan due date is June 15, 2007.

CHAPTER 3***AIR QUALITY MODELING******EMFAC 2002***

The model used to estimate emissions for ozone precursors is EMFAC 2002.

The Conformity Rule requirements for the selection of the horizon years are summarized in Chapter 1. Consultation on the general air quality modeling methodology applied occurred in October and November 2005 through an Interagency Consultation Sub Group meeting and process consisting of Caltrans, the RTPAs of Calaveras and Amador County, FHWA and ARB. The methodology was presented and approved. The subgroup's comments assisted with the development of the final methodology report. The final adopted methodology report is included as part of the consultation record in Appendix "G".

Summary of Procedures for Regional Emissions Estimates

Step-by-step air quality modeling procedures, including instructions, references and controls for the Angels Camp Bypass Project Level Conformity Analysis are available on the Fresno Council of Government (COG) website at http://www.fresnocog.org/aq-modeling/mcc_aqcm.htm. In addition, documentation of the Angels Camp Bypass Project Level Conformity Analysis is provided in Appendix "C", including:

- Vehicle Population Adjustment EMFAC 2002 Default Population and VMT
- Calaveras/Amador VMT by Speed Bin

Action/Baseline Emissions Test Results

<i>Analysis Year</i>	OZONE PRECURSOR			
	<i>NO_x (tons per day)</i>		<i>ROG (tons per day)</i>	
	Baseline	Action	Baseline	Action
2008	<u>4.53</u>	<u>4.53</u>	<u>4.38</u>	<u>4.38</u>
2015	<u>3.58</u>	<u>3.58</u>	<u>2.55</u>	<u>2.55</u>
2025	<u>1.55</u>	<u>1.55</u>	<u>1.31</u>	<u>1.30</u>

In the 2015 scenario, there is no measurable decrease in emissions in the action scenario; however, by 2025 in the action scenario the ROG in tons per day decreases from 1.31 to 1.30. In 2008 there are no new projects in the 2008 analysis year and the emissions are the sum of the county totals.

CHAPTER 4

INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Conformity Rule under Section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the Conformity Analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the Conformity Rule notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.”

A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Interagency consultation on the Angels Camp Bypass Project Level Conformity Analysis is documented in Appendix “D”. Appendix “E” includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix “F”. The public meeting process began on March 8, 2006, and concluded on April 9, 2006.

Interagency Consultation

Consultation is generally conducted through the Central Mountain Counties Working Group. The Central Mountain Counties Working Group has been established by Caltrans District 10 to provide a coordinated approach to the Central Mountain Counties air quality, conformity and transportation modeling issues. The Working Group’s goal is to ensure coordination, communication and compliance with Federal and State Clean Air Act requirements. Both of the two (2) RTPAs and their APCDs are represented. In addition, the FHWA, FTA, EPA and CARB, in addition to Caltrans, are all represented on the committee. The Central Mountain Counties Working Group meets as often as needed, but not less frequently than semi-annually unless there is consensus among the members to meet less frequently, but not less than annually. Agendas, minutes and other air quality related items are posted on the Caltrans District 10 website at: <http://www.dot.ca.gov/dist10/pages/airquality.htm>.

The EMFAC results and input spreadsheets for the Angels Camp Bypass Project Level Conformity Analysis were distributed to the Central Mountain Counties Working Group in February 2006 for review. Comments will be received from the Working Group and included in the Final Report. The procedures are also posted on the Caltrans District 10 website at: <http://www.dot.ca.gov/dist10/pages/airquality.htm>.

Public Consultation

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination.

The public consultation review process began on March 8, 2006, with a public information meeting and the public commentary period will last until April 9, 2006, meeting the thirty (30) day minimum comment period requirement. Public consultation procedures from the Central Mountain Counties Interagency Consultation Procedures has been excerpted and included in this document as follows:

Public Consultation Procedures

- 5.1. The Department and the Central Mountain Counties Working Group will follow a public involvement process consistent with Federal planning and project approval requirements. The process provides opportunity for public review and comment at several points, including draft and final environmental document circulation, project approval and Federal State Transportation Improvement Program (FSTIP) approval. Reasonable public access to technical and policy information will be provided prior to Central Mountain Counties Working Group review and project approval where a regional conformity determination is required, consistent with normal Department or local agency procedures and 23 CFR 450.316(b).
- 5.2. Meetings of the Central Mountain Counties Working Group are open to the public. Public notice of Central Mountain Counties Working Group meetings will be posted at the site of the meeting and will also be made available, at minimum, at: (1) Caltrans District 10; (2) Amador and Calaveras Counties Air Pollution Control Districts; (3) the Amador County Transportation Commission (ACTC); and (4) Calaveras Council of Governments.
- 5.3. Additional public notice will be provided, based on normal Department or local agency public information procedures, for meetings related to specific transportation projects.
- 5.4. Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in 49 CFR 7.95.
- 5.5. The project sponsor will respond, in writing, to all significant comments on a transportation conformity analysis, whether by Central Mountain Counties Working Group members, other agencies or the public.
- 5.6. The Department, or the regionally significant project sponsor, will specifically address in writing, all public comments for all known plans for a regionally significant project which is not receiving FHWA or FTA funding or approval. This will be done to make sure that all regionally significant projects are properly reflected in the emissions analysis supporting a proposed conformity finding. Decision as to who will respond will be decided through consensus of the Central Mountain Counties Working Group.
- 5.7. Unless otherwise agreed, the Department will chair the Central Mountain Counties Working Group and will coordinate agendas, mail-outs and packets. Agendas and materials will be mailed generally seven (7) days in advance of meetings.

- Electronic transmittals may take the place of actual mailing where paper copies are made available at the meeting. All meetings of the Central Mountain Counties Working Group shall be open to the public. Any member of the Central Mountain Counties Working Group may call a meeting of the group.
- 5.8. If a Conformity Analysis is prepared as part of the documentation required under the National Environmental Policy Act (NEPA) and/or the California Environmental Quality Act (CEQA), the review period for submitting written comments to the draft document and supporting material shall be the review period specified for the documentation required under NEPA and/or CEQA, except that the draft Conformity Analysis shall be available for public comment for at least thirty (30) days.
- 5.9. In advance of regular Central Mountain Counties Working Group meetings, the Department will be responsible for meeting notifications using their agreed to standard of public information procedures. Electronic transmittals may take the place of actual mailings where paper copies are made available at the meeting.
- 5.10. The Department will maintain a file of group decisions. Project sponsors will maintain documentation of conformity consultation, responses to comments and studies as part of their project files.

REFERENCES

EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes; Final Rule*. U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.

EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes; Correction to the Preamble*. U.S. Environmental Protection Agency. Federal Register, July 20, 2004, Vol. 69, No. 138, p. 43325.

EPA. 2004. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Non-attainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.

APPENDIX “A”
CONFORMITY ANALYSIS DOCUMENTATION
FHWA/EPA Checklist for Isolated Rural Non-Attainment Areas (March 7, 2005)
Note: This references the Pre-Conformity Methodology (Appendix “G”)

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as non-attainment or maintenance. Describe the non-attainment or maintenance area and its boundaries.	1	1 st paragraph
§93.104 (d)	Document whether a new conformity determination is required per this section: This is a new project; a significant change in design concept and scope; three (3) years since the most recent step to advance the project; a supplemental EA/EIS was initiated for air quality purposes.	1	1 st paragraph
§93.109 (a, b)	Document that the regional emissions analysis complies with any applicable conformity requirements of air quality implementation plans or court orders.	1	2 nd paragraph
§93.109 (l)	Provide a table that shows, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been deemed adequate and/or approved by EPA, and which budgets are currently applicable for what analysis years. Indicate what test is being used for analysis years after the attainment year (budget, interim, dispersion modeling) and if hot spot analyses are included.	2	Table A
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the “time the Conformity Analysis begins,” including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the Conformity Analysis was begun.	6-9	EMFAC 2002
USDOT/EPA Guidance	Document the use of planning assumptions less than five (5) years old. If unable, include written justification for the use of older data. (01/18/02)	7	9. Input Values – Using EMFAC 2002
§93.110 (c, d, e, f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through interagency and public consultation.		Not applicable
§93.111	Document the use of the latest emissions model approved by EPA.	6-9	EMFAC 2002
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies, as well as responses to written comments.	6	Interagency Consultation and Cooperation
§93.113 (a, d)	Document timely implementation of all TCMs in approved SIPs. Document that the project does not interfere with the implementation of TCMs.	1	Paragraph 3(NA)
§93.116 (a)	Document that the project does not cause or contribute to any new localized PM or CO violations.	1	Paragraph 1(NA)
§93.116 (b)	Document how the project contributes to eliminating or reducing the severity and number of localized CO violations.	1	Paragraph 1(NA)
§93.117	Document that the project complies with any PM10 or PM2.5 control measures in the applicable attainment plan.	1	Paragraph 1(NA)
§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network, including projects in the isolated rural non-attainment area that are in the Statewide TIP and regionally significant non-Federal projects, are	1	Paragraph 1(NA)

40 CFR	Criteria	Page	Comments
	consistent with any adequate or approved motor vehicle emissions budget(s) for all pollutants and precursors in applicable SIP(s).		
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	1	Paragraph 1(NA)
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	1	Paragraph 1(NA)
§93.119	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in the isolated rural non-attainment area that are in the statewide TIP and regionally significant non-federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	2	Paragraph 1
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	1	Paragraph 2
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	2	Paragraph 1[to be completed]
§93.122 (a)(1)	Document that all regionally significant Federal and non-federal projects in the non-attainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis.	2	Table B & C
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	1	Paragraph 2
§93.122 (a)(4, 5, 6)	For non-regulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g., fuels measures) are the same for baseline and action scenarios. Document that factors, such as ambient temperature, are consistent with those used in the SIP unless modified through interagency consultation.	1	Paragraph 2(NA)
§93.122 (d)	Document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled.	6-9	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as contributing, the inclusion of PM10 and/or PM 2.5 construction emissions in the Conformity Analysis.	1	Paragraph 1(NA)
§93.123	Document how the required procedures were met for CO quantitative and qualitative and PM10 qualitative hot spot analyses.	1	Paragraph 1(NA)
§93.126, §93.127, §93.128	Document all projects in the isolated rural non-attainment area that are in the statewide TIP and exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	1	Paragraph 1(NA)

APPENDIX “B”***Financially Constrained Projects Modeled for Angels Camp Bypass
Project Level Conformity Analysis***

<i>COUNTY</i>	<i>PROJECT</i>	<i>OPERATIONAL</i>
<i>Amador County</i> PM R7.0/R11.0	SR-49 Amador Bypass <i>2-lane expressway</i>	2008
<i>Calaveras County</i> PM R21.1/R23.4	Angels Camp Bypass <i>2-lane expressway</i>	2015

APPENDIX “C”

EMFAC 2002 Default Population and VMT

ADJUST EMFAC 2002 DEFAULT POPULATION AND VMT											
New Population		=	EMFAC Default Population * (modeled VMT/EMFAC default VMT)				Therefore:		N = EDP * (MVMT/EVMT)		
N		=	New Population				MVMT		=	Modeling VMT	
EDP		=	EMFAC Default Population *				EVMT		=	EMFAC Default VMT	
EXAMPLE:		Enter EDP 75,028 Enter EVMT 2,672,000 Enter MVMT 2,271,605 N = 63,785				TO DO: Enter modeled average daily VMT by county by analysis year in the appropriate worksheet.					
CALAVERAS COUNTY			EMFAC Estimates					Model Estimates			
			2000	2005	2010	2020	00 – 20	2002	2008	2015	2025
EMFAC Ests	Vehicle Pop		40895	52239	66662	99366		46401.4	60892.8	83014	124,059
Average Annual Growth				5%	5%	4%	5%				
EMFAC Ests	VMT		1209	1542	2106	3132		1408.8	1826.4	2574	3,973
Average Annual Growth				5%	6%	5%					
AMADOR COUNTY			EMFAC Estimates					Model Estimates			
			2000	2005	2010	2020	00 – 20	2002	2008	2015	2025
EMFAC Ests	Vehicle Pop		33766	43538	49816	63955		39629.2	47304.8	56885.5	75,028
Average Annual Growth				5%	3%	3%	3%				
EMFAC Ests	VMT		1149	1468	1712	2257		1340.4	1614.4	1984.5	2,672
Annual Average Growth				5%	3%	3%	3%				

• Population refers to ‘vehicle’ population

APPENDIX "C"

Speed Bin

CALAVERAS	2002		2008		2015		2025	
SPEED BIN	VMT	PERCENT	VMT	PERCENT	VMT	PERCENT	VMT	PERCENT
0 - 5 mph	200	0.01	8453	0.43	13673	0.59	20209	0.69
5 - 10 mph	268	0.02	340	0.02	384	0.02	529	0.02
10 - 15 mph	45	0.00	1158	0.06	4388	0.19	3357	0.11
15 - 20 mph	10760	0.65	23241	1.18	30887	1.33	30458	1.03
20 - 25 mph	707359	42.73	865550	44.02	1013833	43.70	1343891	45.63
25 - 30 mph	40951	2.47	54173	2.76	68491	2.95	85785	2.91
30 - 35 mph	211634	12.78	206559	10.51	242912	10.47	267656	9.09
35 - 40 mph	30212	1.82	36943	1.88	60768	2.62	115972	3.94
40 - 45 mph	110625	6.68	153286	7.80	163124	7.03	183031	6.21
45 - 50 mph	198133	11.97	241448	12.28	265252	11.43	377320	12.81
50 - 55 mph	328506	19.84	354577	18.03	427531	18.43	486261	16.51
55 - 60 mph	0	0.00	0	0.00	5712	0.25	7109	0.24
60 - 65 mph	17042	1.03	20159	1.03	22970	0.99	23948	0.81
	1655735	100.00	1965887	100.00	2319925	100.00	2945526	100.00
AMADOR	2002		2008		2015		2025	
SPEED BIN	VMT	PERCENT	VMT	PERCENT	VMT	PERCENT	VMT	PERCENT
0 - 5 mph	4564	0.33	173	0.01	175	0.01	6789	0.30
5 - 10 mph	8722	0.62	3559	0.21	6176	0.32	1786	0.08
10 - 15 mph	3587	0.26	5819	0.34	16724	0.87	18292	0.81
15 - 20 mph	202199	14.42	245244	14.26	261985	13.60	310933	13.69
20 - 25 mph	2344	0.17	0	0.00	5069	0.26	8846	0.39
25 - 30 mph	918	0.07	14655	0.85	23798	1.24	8333	0.37
30 - 35 mph	7617	0.54	19268	1.12	20401	1.06	10074	0.44
35 - 40 mph	5358	0.38	10822	0.63	8398	0.44	147480	6.49
40 - 45 mph	50287	3.59	61460	3.57	125447	6.51	207660	9.14
45 - 50 mph	22311	1.59	100340	5.83	90923	4.72	91356	4.02
50 - 55 mph	58797	4.19	64350	3.74	181209	9.41	55721	2.45
55 - 60 mph	97536	6.95	64772	3.77	54794	2.84	154613	6.81
60 - 65 mph	938427	66.89	1125640	65.45	1127309	58.53	1246463	54.87
65 - 70 mph	0	0.00	3780	0.22	3704	0.19	3259	0.14
	1402667	100.00	1719882	100.00	1926112	100.00	2271605	100.00

APPENDIX “C”
Amador County – 2008 (Page 1 of 6)

Title : Amador County Avg 2008 Summer Default Title Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled ** Run Date : 03/01/06 16:11:47 Scen Year: 2008 -- Model Years: 1965 to 2008 Season : Summer Area : Amador County Average I/M Stat : No I and M program in effect Emissions: Tons Per Day																	

	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCAT	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCAT	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCAT	MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NCAT
Vehicles	492	18540	74	19106	656	12272	575	13503	239	6035	64	6339	88	3886	86	4060	38
VMT/1000	4	651	1	655	10	409	15	434	4	215	2	220	1	139	3	143	0
Trips	2021	115902	411	118334	2757	75582	3481	81820	1007	37802	393	39203	386	24385	540	25311	1254
Reactive Organic Gas Emissions																	
Run Exh	0.02	0.1	0	0.13	0.07	0.12	0	0.18	0.02	0.05	0	0.07	0.01	0.04	0	0.05	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.01	0.1	0	0.11	0.01	0.08	0	0.09	0.01	0.04	0	0.04	0	0.03	0	0.03	0.01
Total Ex	0.03	0.21	0	0.24	0.08	0.2	0	0.28	0.03	0.09	0	0.12	0.01	0.07	0	0.09	0.01
Diurnal	0.01	0.04	0	0.05	0.01	0.03	0	0.04	0	0.01	0	0.01	0	0.01	0	0.01	0
Hot Soak	0.01	0.04	0	0.05	0.01	0.03	0	0.04	0	0.01	0	0.02	0	0.01	0	0.01	0
Running	0.04	0.12	0	0.16	0.03	0.17	0	0.2	0.01	0.06	0	0.07	0	0.04	0	0.04	0.01
Resting	0	0.02	0	0.03	0	0.02	0	0.02	0	0.01	0	0.01	0	0	0	0.01	0
Total	0.09	0.43	0	0.51	0.13	0.46	0	0.59	0.05	0.18	0	0.22	0.02	0.14	0	0.15	0.02
Carbon Monoxide Emissions																	
Run Exh	0.36	2.47	0	2.84	1.03	3.33	0.01	4.36	0.38	1.27	0	1.64	0.25	0.82	0	1.07	0.04
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.07	1.02	0	1.09	0.1	0.98	0	1.07	0.04	0.41	0	0.44	0.02	0.3	0	0.32	0.07
Total Ex	0.43	3.5	0	3.93	1.12	4.3	0.01	5.43	0.41	1.67	0	2.08	0.27	1.12	0	1.39	0.1

APPENDIX “C” – Cont.
Amador County – 2008 (Page 2 of 6)

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
<i>Oxides of Nitrogen Emissions</i>																	
Run Exh	0.02	0.29	0	0.31	0.05	0.35	0.03	0.43	0.02	0.2	0	0.22	0.01	0.17	0.01	0.18	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.08	0	0.08	0	0.06	0	0.06	0	0.04	0	0.04	0	0.03	0	0.03	0
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Total Ex	0.02	0.37	0	0.39	0.06	0.41	0.03	0.49	0.02	0.24	0	0.26	0.01	0.2	0.01	0.21	0
<i>Carbon Dioxide Emissions (000)</i>																	
Run Exh	0	0.29	0	0.29	0.01	0.22	0.01	0.24	0	0.12	0	0.12	0	0.11	0	0.11	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
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Total Ex	0	0.3	0	0.3	0.01	0.23	0.01	0.24	0	0.12	0	0.13	0	0.11	0	0.11	0
<i>PM10 Emissions</i>																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
TireWear	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0
BrakeWr	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
Total	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sox	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Fuel Consumption (000 gallons)</i>																	
Gasoline	0.34	31.45	0	31.78	0.85	24.5	0	25.35	0.31	12.83	0	13.14	0.15	11.32	0	11.48	0.07
Diesel	0	0	0.05	0.05	0	0	0.52	0.52	0	0	0.07	0.07	0	0	0.1	0.1	0

APPENDIX “C” – Cont.
Amador County – 2008 (Page 3 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
877	180	1095	0	107	108	215	49	106	300	455	32	36	378	445	0	0	0
50	12	62	0	6	6	12	0	5	18	23	1	3	43	46	0	0	0
28999	2267	32519	0	3549	1361	4910	2234	4846	8412	15492	1458	1627	1910	4996	0	0	0
0	0	0.01	0	0	0	0	0	0	0	0.01	0.02	0.02	0.04	0.07	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.02	0	0.02	0	0	0	0	0.02	0.01	0	0.03	0.03	0.01	0	0.05	0	0	0
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0.02	0	0.03	0	0	0	0.01	0.03	0.01	0	0.04	0.05	0.03	0.04	0.12	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.02	0	0.03	0	0	0	0	0.01	0.01	0	0.02	0.01	0.01	0	0.02	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.04	0	0.07	0	0.01	0	0.01	0.04	0.03	0	0.07	0.06	0.04	0.04	0.14	0	0	0
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0.07	0.01	0.12	0	0.02	0.01	0.03	0.07	0.07	0.04	0.17	0.71	0.45	0.19	1.35	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0.02	0.02	0	0	0
0.14	0	0.21	0	0.03	0	0.03	0.17	0.13	0	0.3	0.65	0.18	0	0.83	0	0	0
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0.22	0.01	0.34	0	0.05	0.01	0.06	0.24	0.2	0.04	0.48	1.36	0.63	0.21	2.2	0	0	0

APPENDIX “C” – Cont.
Amador County – 2008 (Page 4 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
0.03	0.09	0.12	0	0.01	0.05	0.06	0	0.02	0.22	0.24	0.03	0.09	1.01	1.13	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.06	0.06	0	0	0
0.05	0	0.06	0	0.01	0	0.01	0	0.02	0	0.02	0.01	0.02	0	0.03	0	0	0
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0.09	0.09	0.18	0	0.01	0.05	0.06	0	0.04	0.22	0.26	0.04	0.11	1.07	1.22	0	0	0
0.04	0.01	0.04	0	0	0	0.01	0	0	0.03	0.03	0	0	0.1	0.1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.04	0.01	0.05	0	0	0	0.01	0	0	0.03	0.03	0	0	0.1	0.11	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.02	0.02	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0.01	0	0	0.02	0.02	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.95	0	4.02	0	0.47	0	0.47	0.13	0.4	0	0.53	0.33	0.35	0	0.67	0	0	0
0	0.61	0.61	0	0	0.31	0.31	0	0	2.65	2.65	0	0	9.37	9.37	0	0	0

APPENDIX “C” – Cont.
Amador County – 2008 (Page 5 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-OT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	3	10	38	51	2	20	12	34	89	1133	80	1301	1021	266	0	1287	47891
0	0	0	2	2	0	3	2	4	1	17	1	19	8	3	0	10	1631
0	12	41	151	204	8	80	46	134	9	113	8	130	2041	532	0	2573	325626
0	0	0	0	0	0	0.01	0	0.01	0.01	0.01	0	0.02	0.04	0.01	0	0.05	0.61
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.4
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0	0	0	0	0	0	0.01	0	0.01	0.01	0.01	0	0.02	0.05	0.01	0	0.06	1.01
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.12
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0	0	0.01	0.55
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.07
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0	0	0	0	0	0	0.01	0	0.01	0.01	0.01	0	0.02	0.06	0.02	0	0.07	1.87
0	0.02	0.02	0	0.05	0.04	0.07	0	0.12	0.19	0.34	0	0.53	0.66	0.09	0	0.74	13.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0.01	0	0.01	0	0	0	0	0.02	0.01	0	0.02	4.33
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0	0.02	0.03	0	0.06	0.04	0.08	0	0.13	0.19	0.34	0	0.53	0.67	0.09	0	0.77	17.39

APPENDIX “C” – Cont.
Amador County – 2008 (Page 6 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-OT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0.03	0.03	0	0.02	0.04	0.07	0.01	0.05	0.02	0.07	0.01	0	0	0.02	2.88
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.33
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0	0	0	0.03	0.03	0	0.03	0.04	0.07	0.01	0.05	0.02	0.07	0.01	0	0	0.02	3.28
0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0	0	0	0	0.97
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
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0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0	0	0	0	1.01
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.09
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
0	0.02	0.04	0	0.06	0.03	0.21	0	0.24	0.12	1.32	0	1.44	0.23	0.07	0	0.3	89.49
0	0	0	0.25	0.25	0	0	0.37	0.37	0	0	0.18	0.18	0	0	0	0	14.49

APPENDIX “C” – Cont.
Amador County – 2015 (Page 1 of 6)

Title : Amador County Avg 2015 Summer Default Title Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled ** Run Date : 03/01/06 16:12:23 Scen Year: 2015 -- Model Years: 1970 to 2015 Season : Summer Area : Amador County Average I/M Stat : No I and M program in effect Emissions: Tons Per Day																	

	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCAT	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCAT	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCAT	MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NCAT
Vehicles	90	18943	74	19106	169	12758	575	13503	60	6214	64	6339	30	3944	86	4060	10
VMT/1000	1	675	1	677	2	438	12	453	1	214	2	216	0	133	2	136	0
Trips	346	118065	378	118789	659	78336	3240	82235	233	38598	377	39208	120	24412	515	25047	319
Reactive Organic Gas Emissions																	
Run Exh	0	0.04	0	0.04	0.01	0.05	0	0.07	0.01	0.02	0	0.03	0	0.02	0	0.03	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.05	0	0.05	0	0.04	0	0.04	0	0.02	0	0.02	0	0.02	0	0.02	0
Total Ex	0.01	0.09	0	0.09	0.02	0.1	0	0.12	0.01	0.05	0	0.05	0	0.04	0	0.05	0
Diurnal	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Hot Soak	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Running	0.01	0.06	0	0.07	0.01	0.12	0	0.13	0	0.05	0	0.05	0	0.04	0	0.04	0
Resting	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
Total	0.01	0.21	0	0.22	0.03	0.28	0	0.31	0.01	0.12	0	0.13	0.01	0.09	0	0.1	0
Carbon Monoxide Emissions																	
Run Exh	0.05	1.16	0	1.21	0.23	1.61	0.01	1.85	0.08	0.7	0	0.78	0.08	0.5	0	0.58	0.01
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.01	0.55	0	0.56	0.02	0.53	0	0.55	0.01	0.26	0	0.27	0.01	0.2	0	0.21	0.02
Total Ex	0.06	1.71	0	1.77	0.25	2.14	0.01	2.4	0.09	0.96	0	1.05	0.09	0.7	0	0.79	0.03

APPENDIX “C” – Cont.
Amador County – 2015 (Page 2 of 6)

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
<i>Oxides of Nitrogen Emissions</i>																	
Run Exh	0	0.13	0	0.13	0.01	0.17	0.02	0.21	0	0.11	0	0.11	0	0.09	0	0.1	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.05	0	0.05	0	0.03	0	0.04	0	0.03	0	0.03	0	0.02	0	0.02	0
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Total Ex	0	0.17	0	0.18	0.01	0.21	0.02	0.24	0	0.13	0	0.14	0	0.12	0	0.12	0
<i>Carbon Dioxide Emissions (000)</i>																	
Run Exh	0	0.3	0	0.3	0	0.24	0	0.25	0	0.12	0	0.12	0	0.1	0	0.1	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total Ex	0	0.31	0	0.31	0	0.25	0	0.25	0	0.12	0	0.12	0	0.1	0	0.1	0
<i>PM10 Emissions</i>																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
TireWear	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0
BrakeWr	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
Total	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Fuel Consumption (000 gallons)</i>																	
Gasoline	0.05	31.66	0	31.7	0.2	25.79	0	25.99	0.07	12.61	0	12.68	0.05	10.74	0	10.79	0.02
Diesel	0	0	0.04	0.04	0	0	0.43	0.43	0	0	0.06	0.06	0	0	0.08	0.08	0

APPENDIX “C” – Cont.
Amador County – 2015 (Page 3 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
905	180	1095	0	107	108	215	15	140	300	455	21	47	378	445	0	0	0
45	10	55	0	5	5	11	0	6	19	25	0	3	46	49	0	0	0
29934	2267	32519	0	3549	1361	4910	671	6409	8412	15492	962	2124	1910	4996	0	0	0
0	0	0	0	0	0	0	0	0	0	0.01	0.01	0.02	0.03	0.05	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.02	0	0	0	0	0.01	0.01	0	0.01	0.02	0.02	0	0.04	0	0	0
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0.02	0	0.02	0	0	0	0	0.01	0.01	0	0.02	0.03	0.04	0.03	0.1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.03	0	0.03	0	0	0	0	0	0.01	0	0.02	0.01	0.01	0	0.02	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.04	0	0.05	0	0.01	0	0.01	0.01	0.02	0	0.04	0.04	0.05	0.03	0.12	0	0	0
0.03	0.01	0.05	0	0.01	0.01	0.01	0.02	0.04	0.03	0.09	0.44	0.39	0.12	0.95	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0.02	0.02	0	0	0
0.11	0	0.13	0	0.02	0	0.02	0.05	0.11	0	0.16	0.44	0.24	0	0.68	0	0	0
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0.15	0.01	0.19	0	0.02	0.01	0.03	0.07	0.15	0.03	0.25	0.87	0.64	0.14	1.65	0	0	0

APPENDIX “C” – Cont.
Amador County – 2015 (Page 4 of 6)

LHDT1-CAT	LHDT1-DSL	LHDT1-TOT	LHDT2-NCAT	LHDT2-CAT	LHDT2-DSL	LHDT2-TOT	MHDT-NCAT	MHDT-CAT	MHDT-DSL	MHDT-TOT	HHDT-NCAT	HHDT-CAT	HHDT-DSL	HHDT-TOT	LHV-NCAT	LHV-CAT	LHV-DSL
0.02	0.04	0.06	0	0	0.02	0.03	0	0.01	0.1	0.11	0.02	0.07	0.56	0.65	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.06	0.06	0		0
0.07	0	0.07	0	0.01	0	0.01	0	0.02	0	0.02	0.01	0.03	0	0.04	0	0	0
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0.09	0.04	0.13	0	0.01	0.02	0.04	0	0.03	0.1	0.13	0.03	0.11	0.61	0.74	0	0	0
0.03	0.01	0.04	0	0	0	0.01	0	0	0.03	0.04	0	0	0.11	0.11	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.03	0.01	0.04	0	0	0	0.01	0	0.01	0.03	0.04	0	0	0.11	0.11	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.56	0	3.57	0	0.43	0	0.43	0.04	0.54	0	0.58	0.21	0.33	0	0.54	0	0	0
0	0.51	0.51	0	0	0.28	0.28	0	0	2.78	2.78	0	0	10.08	10.08	0	0	0

APPENDIX “C” – Cont.
Amador County – 2015 (Page 5 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	2	12	38	51	2	20	12	34	16	1205	80	1301	624	663	0	1287	47891
0	0	1	2	2	0	3	2	4	0	18	1	20	5	7	0	11	1659
0	6	47	151	204	7	81	46	134	2	121	8	130	1248	1325	0	2573	326238
0	0	0	0	0	0	0	0	0.01	0	0	0	0.01	0.02	0.02	0	0.04	0.29
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.22
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0	0	0	0	0	0	0.01	0	0.01	0	0	0	0.01	0.03	0.02	0	0.05	0.51
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.07
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.07
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.36
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
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0	0	0	0	0	0	0.01	0	0.01	0	0.01	0	0.01	0.03	0.03	0	0.06	1.05
0	0.01	0.02	0	0.03	0.04	0.06	0	0.1	0.03	0.14	0	0.17	0.37	0.09	0	0.46	6.28
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0.01	0	0.01	0	0	0	0	0.01	0.01	0	0.03	2.61
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0	0.01	0.02	0	0.04	0.04	0.07	0	0.11	0.03	0.14	0	0.17	0.39	0.1	0	0.49	8.93

APPENDIX “C” – Cont.
Amador County – 2015 (Page 6 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0.02	0.02	0	0.02	0.03	0.05	0	0.02	0.01	0.03	0.01	0.01	0	0.02	1.53
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.27
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0	0	0	0.02	0.03	0	0.02	0.03	0.05	0	0.03	0.01	0.03	0.01	0.01	0	0.02	1.86
0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0	0	0	0	0.98
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
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0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0	0	0	0	1.01
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.08
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
0	0.01	0.05	0	0.05	0.02	0.21	0	0.23	0.02	1.38	0	1.4	0.14	0.2	0	0.33	88.3
0	0	0	0.25	0.25	0	0	0.36	0.36	0	0	0.18	0.18	0	0	0	0	15.05

APPENDIX “C” – Cont.
Amador County – 2025 (Page 1 of 6)

Title : Amador County Avg 2025 Summer Default Title																	
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **																	
Run Date : 03/01/06 16:13:05																	
Scen Year: 2025 -- Model Years: 1980 to 2025																	
Season : Summer																	
Area : Amador County Average																	
I/M Stat : No I and M program in effect																	
Emissions: Tons Per Day																	

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
Vehicles	0	19032	74	19106	0	12928	575	13503	0	6275	64	6339	0	3974	86	4060	0
VMT/1000	0	688	1	689	0	452	10	461	0	217	1	219	0	136	2	138	0
Trips	0	118711	358	119069	0	79817	2689	82506	0	38794	351	39145	1	24466	474	24940	0
Reactive Organic Gas Emissions																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Total Ex	0	0.03	0	0.03	0	0.03	0	0.03	0	0.02	0	0.02	0	0.02	0	0.02	0
Diurnal	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
Hot Soak	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
Running	0	0.03	0	0.03	0	0.07	0	0.07	0	0.04	0	0.04	0	0.03	0	0.03	0
Resting	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
Total	0	0.08	0	0.08	0	0.12	0	0.12	0	0.07	0	0.07	0	0.05	0	0.05	0
Carbon Monoxide Emissions																	
Run Exh	0	0.5	0	0.5	0	0.52	0.01	0.52	0	0.32	0	0.32	0	0.25	0	0.25	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.2	0	0.2	0	0.18	0	0.18	0	0.12	0	0.12	0	0.1	0	0.1	0
Total Ex	0	0.7	0	0.7	0	0.7	0.01	0.71	0	0.43	0	0.43	0	0.35	0	0.35	0

APPENDIX “C” – Cont.
Amador County – 2025 (Page 2 of 6)

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
<i>Oxides of Nitrogen Emissions</i>																	
Run Exh	0	0.05	0	0.05	0	0.06	0.02	0.07	0	0.04	0	0.04	0	0.04	0	0.04	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
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Total Ex	0	0.06	0	0.06	0	0.07	0.02	0.09	0	0.05	0	0.06	0	0.05	0	0.05	0
<i>Carbon Dioxide Emissions (000)</i>																	
Run Exh	0	0.3	0	0.3	0	0.25	0	0.25	0	0.12	0	0.12	0	0.1	0	0.1	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
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Total Ex	0	0.31	0	0.31	0	0.26	0	0.26	0	0.12	0	0.12	0	0.11	0	0.11	0
<i>PM10 Emissions</i>																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
TireWear	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0
BrakeWr	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
Total	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Fuel Consumption (000 gallons)</i>																	
Gasoline	0	31.87	0	31.87	0	26.33	0	26.33	0	12.71	0	12.71	0	10.85	0	10.85	0
Diesel	0	0	0.03	0.03	0	0	0.33	0.33	0	0	0.04	0.04	0	0	0.06	0.06	0

APPENDIX “C” – Cont.
Amador County – 2025 (Page 3 of 6)

LHDT1-CAT	LHDT1-DSL	LHDT1-TOT	LHDT2-NCAT	LHDT2-CAT	LHDT2-DSL	LHDT2-TOT	MHDT-NCAT	MHDT-CAT	MHDT-DSL	MHDT-TOT	HHDT-NCAT	HHDT-CAT	HHDT-DSL	HHDT-TOT	LHV-NCAT	LHV-CAT	LHV-DSL
915	180	1095	0	107	108	215	0	155	300	455	0	68	378	445	0	0	0
41	9	50	0	5	5	10	0	7	17	24	0	4	60	64	0	0	0
30253	2267	32519	0	3549	1361	4910	0	7080	8412	15492	0	3086	1910	4996	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0.03	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0.02	0	0.02	0	0	0
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0.01	0	0.01	0	0	0	0	0	0.01	0	0.01	0	0.03	0.02	0.05	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.03	0	0.03	0	0	0	0	0	0.01	0	0.01	0	0.03	0	0.03	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.04	0	0.04	0	0	0	0	0	0.02	0	0.02	0	0.07	0.02	0.08	0	0	0
0.01	0.01	0.02	0	0	0	0.01	0	0.01	0.02	0.03	0	0.33	0.08	0.4	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0.02	0.02	0	0	0
0.08	0	0.08	0	0.01	0	0.01	0	0.06	0	0.06	0	0.23	0	0.23	0	0	0
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0.1	0.01	0.11	0	0.01	0	0.02	0	0.08	0.03	0.1	0	0.55	0.1	0.65	0	0	0

APPENDIX “C” – Cont.
Amador County – 2025 (Page 4 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
0.01	0.02	0.03	0	0	0.01	0.01	0	0	0.04	0.04	0	0.07	0.17	0.24	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.06	0.06	0	0	0
0.06	0	0.06	0	0.01	0	0.01	0	0.01	0	0.01	0	0.04	0	0.04	0	0	0
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0.07	0.02	0.09	0	0.01	0.01	0.02	0	0.02	0.04	0.06	0	0.11	0.22	0.34	0	0	0
0.03	0.01	0.04	0	0	0	0.01	0	0.01	0.03	0.03	0	0	0.14	0.15	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.03	0.01	0.04	0	0	0	0.01	0	0.01	0.03	0.03	0	0	0.15	0.15	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.27	0	3.27	0	0.4	0	0.4	0	0.58	0	0.58	0	0.42	0	0.42	0	0	0
0	0.46	0.46	0	0	0.27	0.27	0	0	2.59	2.59	0	0	13.27	13.27	0	0	0

APPENDIX “C” – Cont.
Amador County – 2025 (Page 5 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	13	38	51	0	22	12	34	0	1221	80	1301	456	830	0	1287	47891
0	0	1	2	2	0	3	2	4	0	19	1	20	4	7	0	11	1693
0	0	53	151	204	0	88	46	134	0	122	8	130	913	1660	0	2573	326619
0	0	0	0	0	0	0.01	0	0.01	0	0	0	0	0.02	0.02	0	0.04	0.12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.09
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0	0	0	0	0	0	0.01	0	0.01	0	0	0	0	0.02	0.02	0	0.04	0.21
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.24
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
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0	0	0	0	0	0	0.01	0	0.01	0	0	0	0	0.02	0.03	0	0.05	0.54
0	0	0.01	0	0.02	0	0.06	0	0.06	0	0.02	0	0.02	0.27	0.08	0	0.35	2.51
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0.01	0	0.01	0	0	0	0	0.01	0.02	0	0.03	1.02
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0	0	0.02	0	0.02	0	0.07	0	0.07	0	0.02	0	0.02	0.28	0.1	0	0.38	3.56

APPENDIX “C” – Cont.
Amador County – 2025 (Page 6 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0.01	0.01	0	0.02	0.02	0.04	0	0.01	0	0.01	0.01	0.01	0	0.01	0.6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.18
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0	0	0	0.01	0.02	0	0.02	0.02	0.04	0	0.01	0	0.01	0.01	0.01	0	0.01	0.84
0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0	0	0	0	1.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
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0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0	0	0	0	1.06
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.08
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
0	0	0.05	0	0.05	0	0.23	0	0.23	0	1.39	0	1.39	0.1	0.21	0	0.31	88.41
0	0	0	0.25	0.25	0	0	0.34	0.34	0	0	0.18	0.18	0	0	0	0	17.83

APPENDIX “C” – Cont.
Calaveras County – 2008 (Page 1 of 6)

Title : Calaveras County Avg 2008 Summer																	
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **																	
Run Date : 03/01/06 16:11:12																	
Scen Year: 2008 -- Model Years: 1965 to 2008																	
Season : Summer																	
Area : Calaveras County Average																	
I/M Stat : No I and M program in effect																	
Emissions: Tons Per Day																	

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
Vehicles	1010	33708	7	34725	1523	26230	155	27908	440	12891	18	13349	221	9186	39	9447	23
VMT/1000	6	1065	0	1072	20	776	4	800	6	421	0	427	3	298	1	302	0
Trips	4145	210614	37	214796	6390	161294	934	168618	1856	81000	109	82964	967	57804	241	59012	773
Reactive Organic Gas Emissions																	
Run Exh	0.04	0.18	0	0.22	0.13	0.24	0	0.37	0.04	0.09	0	0.13	0.03	0.08	0	0.11	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.02	0.18	0	0.2	0.03	0.17	0	0.2	0.01	0.07	0	0.08	0.01	0.07	0	0.07	0.01
Total Ex	0.06	0.36	0	0.42	0.16	0.41	0	0.57	0.05	0.16	0	0.21	0.03	0.15	0	0.18	0.01
Diurnal	0.01	0.08	0	0.09	0.02	0.08	0	0.09	0	0.03	0	0.03	0	0.02	0	0.02	0
Hot Soak	0.01	0.07	0	0.08	0.02	0.07	0	0.09	0.01	0.02	0	0.03	0	0.02	0	0.02	0
Running	0.08	0.22	0	0.3	0.07	0.37	0	0.44	0.02	0.11	0	0.13	0.01	0.09	0	0.1	0
Resting	0.01	0.04	0	0.04	0.01	0.04	0	0.05	0	0.01	0	0.02	0	0.01	0	0.01	0
Total	0.17	0.77	0	0.94	0.27	0.97	0	1.25	0.08	0.34	0	0.42	0.04	0.29	0	0.33	0.01
Carbon Monoxide Emissions																	
Run Exh	0.48	4.55	0	5.03	1.52	6.48	0	8	0.44	2.38	0	2.82	0.39	1.72	0	2.11	0.02
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.14	1.78	0	1.92	0.22	2.05	0	2.27	0.06	0.77	0	0.83	0.06	0.64	0	0.69	0.04
Total Ex	0.61	6.33	0	6.94	1.74	8.54	0	10.28	0.51	3.15	0	3.66	0.44	2.35	0	2.8	0.06

APPENDIX “C” – Cont.
Calaveras County – 2008 (Page 2 of 6)

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
<i>Oxides of Nitrogen Emissions</i>																	
Run Exh	0.03	0.42	0	0.45	0.09	0.59	0	0.69	0.03	0.3	0	0.33	0.02	0.28	0	0.31	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.01	0.13	0	0.13	0.01	0.11	0	0.12	0	0.07	0	0.08	0	0.06	0	0.06	0
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Total Ex	0.04	0.55	0	0.59	0.1	0.7	0	0.81	0.03	0.38	0	0.41	0.02	0.35	0	0.37	0
<i>Carbon Dioxide Emissions (000)</i>																	
Run Exh	0	0.45	0	0.46	0.01	0.4	0	0.42	0	0.23	0	0.23	0	0.22	0	0.22	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
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Total Ex	0	0.47	0	0.47	0.01	0.42	0	0.43	0	0.23	0	0.24	0	0.23	0	0.23	0
<i>PM10 Emissions</i>																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
TireWear	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
BrakeWr	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
Total	0	0.04	0	0.04	0	0.03	0	0.03	0	0.02	0	0.02	0	0.01	0	0.01	0
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Fuel Consumption (000 gallons)</i>																	
Gasoline	0.58	49.29	0	49.87	1.64	44.52	0	46.16	0.48	24.59	0	25.07	0.31	23.79	0	24.1	0.04
Diesel	0	0	0	0	0	0	0.12	0.12	0	0	0.02	0.02	0	0	0.04	0.04	0

APPENDIX “C” – Cont.
Calaveras County – 2008 (Page 3 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
508	123	655	0	80	64	144	22	33	184	239	5	11	218	233	0	0	0
26	7	33	0	4	3	7	0	1	8	9	0	1	25	25	0	0	0
16809	1547	19129	0	2647	810	3456	1017	1525	5148	7691	212	494	1101	1807	0	0	0
0	0	0.01	0	0	0	0	0	0	0	0.01	0	0	0.02	0.03	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0.01	0	0	0.01	0	0	0	0.01	0	0	0
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0.01	0	0.02	0	0	0	0	0.01	0.01	0	0.02	0	0.01	0.02	0.03	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.03	0	0.04	0	0.01	0	0.01	0.02	0.01	0	0.03	0.01	0.01	0.02	0.04	0	0	0
0.04	0.01	0.06	0	0.01	0	0.02	0.03	0.02	0.02	0.07	0.03	0.05	0.09	0.17	0	0	0
0	0	0.01	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0.09	0	0.13	0	0.02	0	0.02	0.08	0.05	0	0.13	0.06	0.04	0	0.1	0	0	0
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0.13	0.01	0.19	0	0.04	0	0.04	0.11	0.07	0.02	0.2	0.1	0.09	0.1	0.29	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2008 (Page 4 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
0.01	0.04	0.05	0	0	0.02	0.02	0	0	0.08	0.09	0	0.01	0.34	0.35	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.03	0.03	0	0	0
0.03	0	0.03	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0
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0.04	0.04	0.08	0	0.01	0.02	0.03	0	0.01	0.09	0.1	0	0.02	0.37	0.39	0	0	0
0.02	0	0.02	0	0	0	0	0	0	0.01	0.01	0	0	0.06	0.06	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.02	0	0.02	0	0	0	0	0	0	0.01	0.01	0	0	0.06	0.06	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.97	0	2.01	0	0.28	0	0.28	0.06	0.09	0	0.14	0.03	0.06	0	0.09	0	0	0
0	0.37	0.37	0	0	0.16	0.16	0	0	1.13	1.13	0	0	5.45	5.45	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2008 (Page 5 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	1	9	74	84	5	5	6	16	283	3257	334	3874	1018	283	0	1301	91976
0	0	0	3	3	1	1	1	2	3	42	4	50	7	3	0	10	2740
0	5	34	297	336	19	20	25	65	28	326	33	388	2036	567	0	2602	560866
0	0	0	0	0	0	0	0	0.01	0.02	0.03	0	0.06	0.02	0	0	0.03	0.96
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.6
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0	0	0	0	0	0	0	0	0.01	0.02	0.03	0	0.06	0.03	0.01	0	0.04	1.56
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.24
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.23
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0	0	0.01	1.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.12
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0	0	0	0	0	0	0	0	0.01	0.02	0.04	0	0.06	0.04	0.01	0	0.05	3.18
0	0.01	0.01	0.01	0.03	0.09	0.02	0	0.11	0.51	0.84	0.01	1.35	0.27	0.04	0	0.32	20.09
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0.01	0	0.01	0.02	0.01	0	0.03	6.14
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0	0.01	0.02	0.01	0.04	0.09	0.02	0	0.11	0.51	0.84	0.01	1.36	0.29	0.05	0	0.34	26.25

APPENDIX “C” – Cont.
Calaveras County – 2008 (Page 6 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0.04	0.04	0	0	0.01	0.02	0.01	0.11	0.04	0.17	0.01	0	0	0.01	2.53
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.45
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0	0	0	0.04	0.04	0	0	0.01	0.02	0.01	0.11	0.04	0.17	0.01	0	0	0.01	3.02
0	0	0	0	0.01	0	0	0	0	0	0.03	0.01	0.04	0	0	0	0	1.47
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
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0	0	0	0	0.01	0	0	0	0	0	0.03	0.01	0.04	0	0	0	0	1.53
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.13
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0.01	0.03	0	0.04	0.06	0.05	0	0.1	0.32	3.15	0	3.47	0.17	0.05	0	0.22	151.55
0	0	0	0.45	0.45	0	0	0.2	0.2	0	0	0.66	0.66	0	0	0	0	8.59

APPENDIX “C” – Cont.
Calaveras County – 2015 with bypass (Page 1 of 6)

Title : Calaveras County Avg 2015 with Angels Camp Bypass Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled ** Run Date : 03/01/06 15:56:49 Scen Year: 2015 -- Model Years: 1970 to 2015 Season : Summer Area : Calaveras County Average I/M Stat : No I and M program in effect Emissions: Tons Per Day																	

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
Vehicles	132	28015	45	28192	309	21684	521	22514	77	10632	59	10768	52	7467	100	7619	7
VMT/1000	1	922	1	923	4	668	10	682	1	341	1	343	1	237	2	239	0
Trips	511	175140	223	175874	1202	132986	2927	137115	300	66592	343	67235	205	46650	596	47452	221
Reactive Organic Gas Emissions																	
Run Exh	0	0.05	0	0.06	0.02	0.09	0	0.12	0.01	0.03	0	0.04	0.01	0.03	0	0.04	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.06	0	0.07	0.01	0.07	0	0.08	0	0.03	0	0.03	0	0.03	0	0.03	0
Total Ex	0.01	0.12	0	0.12	0.03	0.16	0	0.19	0.01	0.06	0	0.07	0.01	0.06	0	0.07	0
Diurnal	0	0.03	0	0.03	0	0.04	0	0.04	0	0.01	0	0.01	0	0.01	0	0.01	0
Hot Soak	0	0.03	0	0.03	0	0.04	0	0.04	0	0.01	0	0.01	0	0.01	0	0.01	0
Running	0.01	0.09	0	0.1	0.01	0.22	0	0.23	0	0.07	0	0.07	0	0.06	0	0.06	0
Resting	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Total	0.02	0.29	0	0.31	0.05	0.47	0	0.52	0.01	0.16	0	0.17	0.01	0.14	0	0.15	0
Carbon Monoxide Emissions																	
Run Exh	0.05	1.68	0	1.73	0.28	2.61	0.01	2.9	0.07	1	0	1.07	0.09	0.8	0	0.88	0.01
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.02	0.73	0	0.75	0.04	0.89	0	0.93	0.01	0.35	0	0.36	0.01	0.31	0	0.32	0.01
Total Ex	0.06	2.41	0	2.48	0.32	3.5	0.01	3.83	0.08	1.35	0	1.43	0.1	1.1	0	1.2	0.02

APPENDIX “C” – Cont.
Calaveras County – 2015 with bypass (Page 2 of 6)

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
<i>Oxides of Nitrogen Emissions</i>																	
Run Exh	0	0.14	0	0.15	0.02	0.24	0.01	0.27	0	0.12	0	0.13	0	0.12	0	0.12	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.06	0	0.06	0	0.06	0	0.06	0	0.04	0	0.04	0	0.03	0	0.04	0
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Total Ex	0	0.2	0	0.21	0.02	0.29	0.01	0.32	0	0.16	0	0.17	0.01	0.15	0	0.16	0
<i>Carbon Dioxide Emissions (000)</i>																	
Run Exh	0	0.4	0	0.4	0	0.36	0	0.37	0	0.19	0	0.19	0	0.18	0	0.18	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
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Total Ex	0	0.41	0	0.41	0	0.37	0	0.38	0	0.19	0	0.19	0	0.18	0	0.18	0
<i>PM10 Emissions</i>																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
TireWear	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
BrakeWr	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
Total	0	0.03	0	0.03	0	0.02	0	0.03	0	0.02	0	0.02	0	0.01	0	0.01	0
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Fuel Consumption (000 gallons)</i>																	
Gasoline	0.06	42.47	0	42.53	0.3	38.74	0	39.04	0.08	19.88	0	19.96	0.07	18.81	0	18.88	0.01
Diesel	0	0	0.02	0.02	0	0	0.34	0.34	0	0	0.04	0.04	0	0	0.08	0.08	0

APPENDIX “C” – Cont.
Calaveras County – 2015 with bypass (Page 3 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
670	153	830	0	95	88	183	17	81	204	303	5	39	251	295	0	0	0
30	7	38	0	4	4	7	0	2	9	12	0	1	35	37	0	0	0
22150	1929	24300	0	3139	1108	4248	799	3722	5723	10243	245	1787	1270	3301	0	0	0
0	0	0	0	0	0	0	0	0	0	0.01	0	0.01	0.01	0.02	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0.01	0.01	0	0.01	0	0.01	0	0.01	0	0	0
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0.01	0	0.02	0	0	0	0	0.01	0.01	0	0.02	0.01	0.02	0.02	0.04	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.02	0	0.02	0	0.01	0	0.01	0	0.02	0	0.02	0	0.01	0	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.03	0	0.04	0	0.01	0	0.01	0.01	0.03	0	0.04	0.01	0.03	0.02	0.05	0	0	0
0.02	0.01	0.03	0	0.01	0	0.01	0.02	0.03	0.02	0.06	0.04	0.12	0.06	0.21	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0.08	0	0.09	0	0.02	0	0.02	0.06	0.1	0	0.16	0.08	0.14	0	0.22	0	0	0
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0.11	0.01	0.13	0	0.02	0	0.03	0.08	0.12	0.02	0.22	0.11	0.26	0.07	0.45	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2015 with bypass (Page 4 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
0.01	0.02	0.03	0	0	0.01	0.02	0	0.01	0.05	0.05	0	0.02	0.19	0.21	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.04	0.04	0	0	0
0.05	0	0.05	0	0.01	0	0.01	0	0.01	0	0.01	0	0.02	0	0.02	0	0	0
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0.06	0.02	0.08	0	0.01	0.01	0.02	0	0.02	0.05	0.07	0	0.04	0.23	0.27	0	0	0
0.02	0	0.03	0	0	0	0	0	0	0.02	0.02	0	0	0.08	0.09	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.02	0	0.03	0	0	0	0	0	0	0.02	0.02	0	0	0.09	0.09	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.3	0	2.31	0	0.3	0	0.3	0.04	0.22	0	0.26	0.03	0.16	0	0.19	0	0	0
0	0.38	0.38	0	0	0.18	0.18	0	0	1.43	1.43	0	0	7.82	7.82	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2015 with bypass (Page 5 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	1	10	72	83	1	9	6	16	39	2397	210	2646	678	693	0	1371	74820
0	0	0	3	3	0	1	1	2	0	32	3	35	5	6	0	11	2332
0	2	41	287	331	4	36	25	64	4	240	21	265	1356	1386	0	2742	473170
0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0.02	0.01	0	0.03	0.33
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.25
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0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0.02	0.01	0	0.03	0.59
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.52
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06
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0	0	0	0	0	0	0.01	0	0.01	0	0.01	0	0.02	0.02	0.02	0	0.04	1.37
0	0	0.01	0.01	0.02	0.02	0.02	0	0.04	0.07	0.28	0	0.35	0.17	0.07	0	0.24	7.56
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.02	0	0.03	2.88
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0	0	0.01	0.01	0.03	0.02	0.02	0	0.04	0.07	0.28	0	0.35	0.18	0.08	0	0.26	10.46

APPENDIX “C” – Cont.
Calaveras County – 2015 with bypass (Page 6 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0.03	0.03	0	0.01	0.01	0.02	0	0.04	0.02	0.06	0.01	0.01	0	0.01	1.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.28
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0	0	0	0.03	0.03	0	0.01	0.01	0.02	0	0.05	0.02	0.06	0.01	0.01	0	0.01	1.43
0	0	0	0	0	0	0	0	0	0	0.02	0	0.03	0	0	0	0	1.3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
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0	0	0	0	0.01	0	0	0	0	0	0.02	0	0.03	0	0	0	0	1.34
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
0	0	0.03	0	0.04	0.01	0.08	0	0.09	0.04	2.31	0	2.35	0.11	0.14	0	0.25	126.2
0	0	0	0.43	0.43	0	0	0.18	0.18	0	0	0.42	0.42	0	0	0	0	11.32

APPENDIX “C” – Cont.
Calaveras County – 2015 without bypass (Page 1 of 6)

Title : Calaveras County Avg 2015 Summer Without Angels Camp Bypass																	
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **																	
Run Date : 03/01/06 16:09:03																	
Scen Year: 2015 -- Model Years: 1970 to 2015																	
Season : Summer																	
Area : Calaveras County Average																	
I/M Stat : No I and M program in effect																	
Emissions: Tons Per Day																	

	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCAT	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCAT	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCAT	MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NCAT
Vehicles	132	28005	45	28183	309	21677	521	22506	77	10628	59	10764	52	7465	100	7616	7
VMT/1000	1	922	1	923	4	668	10	681	1	341	1	343	1	236	2	239	0
Trips	511	175079	222	175813	1202	132940	2926	137068	300	66568	343	67212	205	46633	596	47435	221
Reactive Organic Gas Emissions																	
Run Exh	0	0.05	0	0.06	0.02	0.09	0	0.12	0.01	0.03	0	0.04	0.01	0.03	0	0.04	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.06	0	0.07	0.01	0.07	0	0.07	0	0.03	0	0.03	0	0.03	0	0.03	0
Total Ex	0.01	0.12	0	0.12	0.03	0.16	0	0.19	0.01	0.06	0	0.07	0.01	0.06	0	0.07	0
Diurnal	0	0.03	0	0.03	0	0.04	0	0.04	0	0.01	0	0.01	0	0.01	0	0.01	0
Hot Soak	0	0.03	0	0.03	0	0.04	0	0.04	0	0.01	0	0.01	0	0.01	0	0.01	0
Running	0.01	0.09	0	0.1	0.01	0.22	0	0.23	0	0.07	0	0.07	0	0.06	0	0.06	0
Resting	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Total	0.02	0.29	0	0.31	0.05	0.47	0	0.52	0.01	0.16	0	0.18	0.01	0.14	0	0.15	0
Carbon Monoxide Emissions																	
Run Exh	0.05	1.69	0	1.73	0.28	2.62	0.01	2.9	0.07	1	0	1.08	0.09	0.8	0	0.89	0.01
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.02	0.73	0	0.75	0.04	0.89	0	0.93	0.01	0.35	0	0.36	0.01	0.31	0	0.32	0.01
Total Ex	0.06	2.41	0	2.48	0.32	3.51	0.01	3.83	0.08	1.35	0	1.43	0.1	1.1	0	1.2	0.02

APPENDIX “C” – Cont.
Calaveras County – 2015 without bypass (Page 2 of 6)

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
<i>Oxides of Nitrogen Emissions</i>																	
Run Exh	0	0.15	0	0.15	0.02	0.24	0.01	0.27	0	0.12	0	0.13	0	0.12	0	0.12	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.06	0	0.06	0	0.06	0	0.06	0	0.04	0	0.04	0	0.03	0	0.04	0
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Total Ex	0	0.2	0	0.21	0.02	0.29	0.01	0.32	0	0.16	0	0.17	0.01	0.15	0	0.16	0
<i>Carbon Dioxide Emissions (000)</i>																	
Run Exh	0	0.4	0	0.4	0	0.36	0	0.37	0	0.19	0	0.19	0	0.18	0	0.18	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
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Total Ex	0	0.41	0	0.41	0	0.37	0	0.38	0	0.19	0	0.19	0	0.18	0	0.18	0
<i>PM10 Emissions</i>																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
TireWear	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
BrakeWr	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
Total	0	0.03	0	0.03	0	0.02	0	0.03	0	0.02	0	0.02	0	0.01	0	0.01	0
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Fuel Consumption (000 gallons)</i>																	
Gasoline	0.06	42.57	0	42.63	0.3	38.83	0	39.13	0.08	19.93	0	20.01	0.07	18.86	0	18.92	0.01
Diesel	0	0	0.02	0.02	0	0	0.34	0.34	0	0	0.04	0.04	0	0	0.08	0.08	0

APPENDIX “C” – Cont.
Calaveras County – 2015 without bypass (Page 3 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
670	153	830	0	95	88	183	17	81	204	303	5	39	251	295	0	0	0
30	7	38	0	4	4	7	0	2	9	12	0	1	35	37	0	0	0
22142	1928	24292	0	3138	1108	4246	799	3720	5721	10240	245	1786	1269	3300	0	0	0
0	0	0	0	0	0	0	0	0	0	0.01	0	0.01	0.01	0.02	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0.01	0.01	0	0.01	0	0.01	0	0.01	0	0	0
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0.01	0	0.02	0	0	0	0	0.01	0.01	0	0.02	0.01	0.02	0.02	0.04	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.02	0	0.02	0	0.01	0	0.01	0	0.02	0	0.02	0	0.01	0	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.03	0	0.04	0	0.01	0	0.01	0.01	0.03	0	0.04	0.01	0.03	0.02	0.05	0	0	0
0.02	0.01	0.03	0	0.01	0	0.01	0.02	0.03	0.02	0.06	0.04	0.12	0.06	0.22	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0.08	0	0.09	0	0.02	0	0.02	0.06	0.1	0	0.16	0.08	0.14	0	0.22	0	0	0
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0.11	0.01	0.13	0	0.02	0	0.03	0.08	0.12	0.02	0.22	0.11	0.26	0.08	0.45	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2015 without bypass (Page 4 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
0.01	0.02	0.03	0	0	0.01	0.02	0	0.01	0.05	0.05	0	0.02	0.19	0.21	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.04	0.04	0	0	0
0.05	0	0.05	0	0.01	0	0.01	0	0.01	0	0.01	0	0.02	0	0.02	0	0	0
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0.06	0.02	0.08	0	0.01	0.01	0.02	0	0.02	0.05	0.07	0	0.04	0.23	0.27	0	0	0
0.02	0	0.03	0	0	0	0	0	0	0.02	0.02	0	0	0.08	0.09	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.02	0	0.03	0	0	0	0	0	0	0.02	0.02	0	0	0.09	0.09	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.31	0	2.32	0	0.3	0	0.3	0.04	0.22	0	0.26	0.03	0.16	0	0.19	0	0	0
0	0.38	0.38	0	0	0.18	0.18	0	0	1.42	1.42	0	0	7.81	7.81	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2015 without bypass (Page 5 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	1	10	72	83	1	9	6	16	39	2396	210	2645	678	693	0	1371	74794
0	0	0	3	3	0	1	1	2	0	32	3	35	5	6	0	11	2331
0	2	41	287	330	4	36	25	64	4	240	21	265	1356	1386	0	2741	473006
0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0.02	0.01	0	0.03	0.34
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.25
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0	0	0	0	0	0	0	0	0.01	0	0.01	0	0.02	0.02	0.01	0	0.03	0.59
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.52
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.06
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0	0	0	0	0	0	0.01	0	0.01	0	0.01	0	0.02	0.02	0.02	0	0.04	1.37
0	0	0.01	0.01	0.02	0.02	0.02	0	0.04	0.07	0.28	0	0.35	0.17	0.07	0	0.23	7.57
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.02	0	0.03	2.87
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0	0	0.01	0.01	0.03	0.02	0.02	0	0.04	0.07	0.28	0	0.36	0.18	0.08	0	0.26	10.47

APPENDIX “C” – Cont.
Calaveras County – 2015 without bypass (Page 6 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0.03	0.03	0	0.01	0.01	0.02	0	0.04	0.02	0.06	0.01	0.01	0	0.01	1.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.28
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0	0	0	0.03	0.03	0	0.01	0.01	0.02	0	0.05	0.02	0.06	0.01	0.01	0	0.01	1.43
0	0	0	0	0	0	0	0	0	0	0.02	0	0.03	0	0	0	0	1.3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
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0	0	0	0	0.01	0	0	0	0	0	0.02	0	0.03	0	0	0	0	1.34
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
0	0	0.03	0	0.04	0.01	0.08	0	0.09	0.04	2.32	0	2.36	0.11	0.14	0	0.25	126.51
0	0	0	0.43	0.43	0	0	0.18	0.18	0	0	0.42	0.42	0	0	0	0	11.32

APPENDIX “C” – Cont.
Calaveras County – 2025 with bypass (Page 1 of 6)

Title : Calaveras County Avg 2025 Summer With Angels Camp Bypass																	
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **																	
Run Date : 03/01/06 16:09:59																	
Scen Year: 2025 -- Model Years: 1980 to 2025																	
Season : Summer																	
Area : Calaveras County Average																	
I/M Stat : No I and M program in effect																	
Emissions: Tons Per Day																	

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
Vehicles	0	34718	7	34725	0	27753	155	27908	0	13331	18	13349	0	9407	39	9447	0
VMT/1000	0	1156	0	1156	0	886	2	889	0	422	0	422	0	295	1	296	0
Trips	0	217847	32	217879	0	172452	717	173169	0	83154	96	83251	1	58490	213	58705	0
Reactive Organic Gas Emissions																	
Run Exh	0	0.02	0	0.02	0	0.03	0	0.03	0	0.02	0	0.02	0	0.02	0	0.02	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Total Ex	0	0.04	0	0.04	0	0.05	0	0.05	0	0.03	0	0.03	0	0.03	0	0.03	0
Diurnal	0	0.01	0	0.01	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Hot Soak	0	0.01	0	0.01	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Running	0	0.05	0	0.05	0	0.13	0	0.13	0	0.07	0	0.07	0	0.05	0	0.05	0
Resting	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Total	0	0.13	0	0.13	0	0.22	0	0.22	0	0.12	0	0.12	0	0.1	0	0.1	0
Carbon Monoxide Emissions																	
Run Exh	0	0.91	0	0.91	0	1.07	0	1.07	0	0.64	0	0.64	0	0.56	0	0.56	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.31	0	0.31	0	0.34	0	0.34	0	0.2	0	0.2	0	0.19	0	0.19	0
Total Ex	0	1.22	0	1.22	0	1.42	0	1.42	0	0.84	0	0.84	0	0.76	0	0.76	0

APPENDIX “C” – Cont.
Calaveras County – 2025 with bypass (Page 2 of 6)

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
<i>Oxides of Nitrogen Emissions</i>																	
Run Exh	0	0.07	0	0.07	0	0.09	0	0.1	0	0.06	0	0.06	0	0.06	0	0.06	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.02	0	0.02	0	0.02	0	0.02	0	0.02	0	0.02	0
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Total Ex	0	0.09	0	0.09	0	0.12	0	0.12	0	0.08	0	0.08	0	0.08	0	0.08	0
<i>Carbon Dioxide Emissions (000)</i>																	
Run Exh	0	0.49	0	0.49	0	0.48	0	0.48	0	0.23	0	0.23	0	0.22	0	0.22	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total Ex	0	0.51	0	0.51	0	0.49	0	0.49	0	0.24	0	0.24	0	0.23	0	0.23	0
<i>PM10 Emissions</i>																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
TireWear	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
BrakeWr	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
Total	0	0.04	0	0.04	0	0.03	0	0.03	0	0.02	0	0.02	0	0.01	0	0.01	0
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Fuel Consumption (000 gallons)</i>																	
Gasoline	0	52.38	0	52.38	0	50.61	0	50.61	0	24.61	0	24.61	0	23.43	0	23.43	0
Diesel	0	0	0	0	0	0	0.08	0.08	0	0	0.01	0.01	0	0	0.02	0.02	0

APPENDIX “C” – Cont.
Calaveras County – 2025 with bypass (Page 3 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
532	123	655	0	80	64	144	0	56	184	239	0	15	218	233	0	0	0
20	5	25	0	3	3	6	0	2	9	11	0	1	32	33	0	0	0
17582	1547	19129	0	2647	810	3456	0	2543	5148	7691	0	706	1101	1807	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.01	0	0.01	0	0	0	0	0	0	0	0	0	0.01	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.02	0	0.02	0	0	0	0	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.03	0	0.03	0	0	0	0	0	0.01	0	0.01	0	0.01	0.01	0.02	0	0	0
0.01	0	0.01	0	0	0	0	0	0.01	0.01	0.02	0	0.03	0.04	0.07	0	0	0
0	0	0.01	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0.05	0	0.05	0	0.01	0	0.01	0	0.03	0	0.03	0	0.05	0	0.05	0	0	0
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0.06	0	0.06	0	0.01	0	0.01	0	0.04	0.01	0.05	0	0.08	0.05	0.13	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2025 with bypass (Page 4 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
0	0.01	0.01	0	0	0	0	0	0	0.02	0.02	0	0.01	0.05	0.06	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.03	0.03	0	0	0
0.04	0	0.04	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0
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0.04	0.01	0.05	0	0.01	0	0.01	0	0.01	0.02	0.02	0	0.01	0.08	0.1	0	0	0
0.01	0	0.02	0	0	0	0	0	0	0.02	0.02	0	0	0.08	0.08	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.02	0	0.02	0	0	0	0	0	0	0.02	0.02	0	0	0.08	0.08	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.58	0	1.58	0	0.25	0	0.25	0	0.17	0	0.17	0	0.06	0	0.06	0	0	0
0	0.26	0.26	0	0	0.13	0.13	0	0	1.38	1.38	0	0	7.13	7.13	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2025 with bypass (Page 5 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	10	74	84	0	10	6	16	0	3541	334	3874	460	842	0	1301	91976
0	0	0	3	3	0	1	1	2	0	48	4	53	3	7	0	10	2906
0	0	39	297	336	0	40	25	65	0	354	33	388	919	1683	0	2602	568478
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0.02	0.12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.09
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.02	0	0.03	0.22
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.34
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.02	0	0.04	0.69
0	0	0	0.01	0.01	0	0.02	0	0.02	0	0.05	0	0.05	0.12	0.07	0	0.19	3.56
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.02	0	0.03	1.21
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0	0	0.01	0.01	0.02	0	0.02	0	0.02	0	0.05	0	0.05	0.13	0.09	0	0.22	4.79

APPENDIX “C” – Cont.
Calaveras County – 2025 with bypass (Page 6 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0.02	0.02	0	0	0	0.01	0	0.02	0.01	0.03	0	0.01	0	0.01	0.44
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.14
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0	0	0	0.02	0.02	0	0	0	0.01	0	0.02	0.01	0.03	0	0.01	0	0.01	0.62
0	0	0	0	0.01	0	0	0	0	0	0.03	0.01	0.04	0	0	0	0	1.59
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
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0	0	0	0	0.01	0	0	0	0	0	0.03	0.01	0.04	0	0	0	0	1.64
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0.03	0	0.03	0	0.09	0	0.09	0	3.47	0	3.47	0.08	0.15	0	0.23	156.9
0	0	0	0.45	0.45	0	0	0.16	0.16	0	0	0.67	0.67	0	0	0	0	10.29

APPENDIX “C” – Cont.
Calaveras County – 2025 without bypass (Page 1 of 6)

Title : Calaveras County Avg 2025 Summer Without Angels Camp Bypass																	
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **																	
Run Date : 03/01/06 16:10:35																	
Scen Year: 2025 -- Model Years: 1980 to 2025																	
Season : Summer																	
Area : Calaveras County Average																	
I/M Stat : No I and M program in effect																	
Emissions: Tons Per Day																	

	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCAT	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCAT	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCAT	MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NCAT
Vehicles	0	34718	7	34725	0	27753	155	27908	0	13331	18	13349	0	9407	39	9447	0
VMT/1000	0	1156	0	1156	0	886	2	889	0	422	0	422	0	295	1	296	0
Trips	0	217847	32	217879	0	172452	717	173169	0	83154	96	83251	1	58490	213	58705	0
Reactive Organic Gas Emissions																	
Run Exh	0	0.02	0	0.02	0	0.03	0	0.03	0	0.02	0	0.02	0	0.02	0	0.02	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Total Ex	0	0.04	0	0.04	0	0.05	0	0.05	0	0.03	0	0.03	0	0.03	0	0.03	0
Diurnal	0	0.01	0	0.01	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Hot Soak	0	0.01	0	0.01	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
Running	0	0.05	0	0.05	0	0.13	0	0.13	0	0.07	0	0.07	0	0.05	0	0.05	0
Resting	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Total	0	0.13	0	0.13	0	0.22	0	0.22	0	0.12	0	0.12	0	0.1	0	0.1	0
Carbon Monoxide Emissions																	
Run Exh	0	0.91	0	0.91	0	1.07	0	1.07	0	0.64	0	0.64	0	0.56	0	0.57	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.31	0	0.31	0	0.34	0	0.34	0	0.2	0	0.2	0	0.19	0	0.19	0
Total Ex	0	1.22	0	1.22	0	1.42	0	1.42	0	0.84	0	0.84	0	0.76	0	0.76	0

APPENDIX “C” – Cont.
Calaveras County – 2025 without bypass (Page 2 of 6)

	LDA- NCAT	LDA- CAT	LDA- DSL	LDA- TOT	LDT1- NCAT	LDT1- CAT	LDT1- DSL	LDT1- TOT	LDT2- NCAT	LDT2- CAT	LDT2- DSL	LDT2- TOT	MDV- NCAT	MDV- CAT	MDV- DSL	MDV- TOT	LHDT1- NCAT
<i>Oxides of Nitrogen Emissions</i>																	
Run Exh	0	0.07	0	0.07	0	0.09	0	0.1	0	0.06	0	0.06	0	0.06	0	0.06	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.02	0	0.02	0	0.02	0	0.02	0	0.02	0	0.02	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total Ex	0	0.09	0	0.09	0	0.12	0	0.12	0	0.08	0	0.08	0	0.08	0	0.08	0
<i>Carbon Dioxide Emissions (000)</i>																	
Run Exh	0	0.49	0	0.49	0	0.48	0	0.48	0	0.23	0	0.23	0	0.22	0	0.22	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total Ex	0	0.51	0	0.51	0	0.49	0	0.49	0	0.24	0	0.24	0	0.23	0	0.23	0
<i>PM10 Emissions</i>																	
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
TireWear	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0	0	0
BrakeWr	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0
Total	0	0.04	0	0.04	0	0.03	0	0.03	0	0.02	0	0.02	0	0.01	0	0.01	0
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Fuel Consumption (000 gallons)</i>																	
Gasoline	0	52.46	0	52.46	0	50.69	0	50.69	0	24.65	0	24.65	0	23.47	0	23.47	0
Diesel	0	0	0	0	0	0	0.08	0.08	0	0	0.01	0.01	0	0	0.02	0.02	0

APPENDIX “C” – Cont.
Calaveras County – 2025 without bypass (Page3 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
532	123	655	0	80	64	144	0	56	184	239	0	15	218	233	0	0	0
20	5	25	0	3	3	6	0	2	9	11	0	1	32	33	0	0	0
17582	1547	19129	0	2647	810	3456	0	2543	5148	7691	0	706	1101	1807	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.01	0	0.01	0	0	0	0	0	0	0	0	0	0.01	0.01	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.02	0	0.02	0	0	0	0	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.03	0	0.03	0	0	0	0	0	0.01	0	0.01	0	0.01	0.01	0.02	0	0	0
0.01	0	0.01	0	0	0	0	0	0.01	0.01	0.02	0	0.03	0.04	0.07	0	0	0
0	0	0.01	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0	0
0.05	0	0.05	0	0.01	0	0.01	0	0.03	0	0.03	0	0.05	0	0.05	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.06	0	0.06	0	0.01	0	0.01	0	0.04	0.01	0.05	0	0.08	0.05	0.13	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2025 without bypass (Page 4 of 6)

LHDT1- CAT	LHDT1- DSL	LHDT1- TOT	LHDT2- NCAT	LHDT2- CAT	LHDT2- DSL	LHDT2- TOT	MHDT- NCAT	MHDT- CAT	MHDT- DSL	MHDT- TOT	HHDT- NCAT	HHDT- CAT	HHDT- DSL	HHDT- TOT	LHV- NCAT	LHV- CAT	LHV- DSL
0	0.01	0.01	0	0	0	0	0	0	0.02	0.02	0	0.01	0.05	0.06	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0.03	0.03	0	0	0
0.04	0	0.04	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0
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0.04	0.01	0.05	0	0.01	0	0.01	0	0.01	0.02	0.02	0	0.01	0.08	0.1	0	0	0
0.01	0	0.02	0	0	0	0	0	0	0.02	0.02	0	0	0.08	0.08	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.02	0	0.02	0	0	0	0	0	0	0.02	0.02	0	0	0.08	0.08	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.58	0	1.58	0	0.25	0	0.25	0	0.17	0	0.17	0	0.06	0	0.06	0	0	0
0	0.26	0.26	0	0	0.13	0.13	0	0	1.38	1.38	0	0	7.13	7.13	0	0	0

APPENDIX “C” – Cont.
Calaveras County – 2025 without bypass (Page 5 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	10	74	84	0	10	6	16	0	3541	334	3874	460	842	0	1301	91976
0	0	0	3	3	0	1	1	2	0	48	4	53	3	7	0	10	2906
0	0	39	297	336	0	40	25	65	0	354	33	388	919	1683	0	2602	568478
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.01	0	0.02	0.12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.09
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.02	0	0.03	0.22
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.34
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
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0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.02	0	0.04	0.69
0	0	0	0.01	0.01	0	0.02	0	0.02	0	0.05	0	0.05	0.12	0.07	0	0.19	3.56
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0.01	0.02	0	0.03	1.21
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0	0	0.01	0.01	0.02	0	0.02	0	0.02	0	0.05	0	0.05	0.13	0.09	0	0.22	4.79

APPENDIX “C” – Cont.
Calaveras County – 2025 without bypass (Page 6 of 6)

LHV-TOT	SBUS-NCAT	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0.02	0.02	0	0	0	0.01	0	0.02	0.01	0.03	0	0.01	0	0.01	0.44
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.14
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0	0	0	0.02	0.02	0	0	0	0.01	0	0.02	0.01	0.03	0	0.01	0	0.01	0.62
0	0	0	0	0.01	0	0	0	0	0	0.03	0.01	0.04	0	0	0	0	1.59
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
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0	0	0	0	0.01	0	0	0	0	0	0.03	0.01	0.04	0	0	0	0	1.64
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.04
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0.03	0	0.03	0	0.09	0	0.09	0	3.47	0	3.47	0.08	0.15	0	0.23	157.15
0	0	0	0.45	0.45	0	0	0.16	0.16	0	0	0.67	0.67	0	0	0	0	10.29

APPENDIX “D”
Consultation Correspondence

FROM: Central Mountain County Interagency Consultation Meeting
HELD: Friday, February 24, 2006

PARTICIPANTS:

Mike Brady
Annette Clark
Dennis Wade
Sally Rodeman
Jean Mazur
Lakhmir Grewal

John Gedney
Jim Harris
Scott Maas
John Kelly
Lance Brangham

DENNIS WADE

- Some consistency problems on checklist documentation. Make sure all of the documentation relates to the project. Change burden format to comma separated file.

JEAN MAZUR

- Only have comments on Appendix G, did not notice main document. Concerned about the three projects, whether they are part of the action or baseline scenario.

JOHN

- The Angels Camp Bypass Project occurs in 2015; the other two projects are both under construction and are in the baseline scenario.

DENNIS WADE

- Air quality terminology is inconsistent. Stick with one word: oxides of Nitrogen; ROG, don't go back and forth.

DENNIS WADE

- Appendix G, Page 4 - Vehicle registration date is 5 years old.

JOHN/MIKE

- Appendix G was done in September/October, so it was consistent for that date. Leave as is.

DENNIS WADE

- Speed groups 13 or 14.

SALLY RODEMAN

- Amador had higher speeds in their model.

MIKE/JOHN

- Make both tables have 14 speed groups.

JIM HARRIS

- Explain what a speed group is (Dennis Wade explained).

DENNIS WADE

- Need to divide VMT into different categories to track congestion which affects air quality

DENNIS WADE

- Question on Page 10, Main Document, Bottom Paragraph – Paragraph deleted.

SALLY RODEMAN

- She was following a template and some of the San Joaquin Valley issues came out in the document and weren't deleted.

DENNIS/JEAN

- Need to add the numbers determined that were found with the build/no build in the document and not just a part of the burden files. Need to have output values in the main document.

JEAN MAZUR

- Appendix G question with the bottom paragraph on TCMs; discussion on inclusion of non-regionally significant projects should be included in the document.

SALLY RODEMAN

- Need to check with the consultants to see if they included anything that needs to be in the document.

DENNIS WADE

- Power Point, Slide 3 - EMFAC 7G outdated.

JOHN

- Slide will be updated with most recent EMFAC model.

JEAN MAZUR

- Discussion on whether there are any major public comments; the group should review the comments prior to the document being put in final draft form. She requests that the comments be summarized and sent to the Interagency Group to determine if the project can go on or if anything will need to be done differently.

MIKE BRADY

- (Question directed to John Kelley/Jean Mazur) Has there been any progress on the SAFETEA LU guidance so that we can complete the Interagency Consultation MOAs? We should use the interim guidance until we receive the completed guidance.

JOHN KELLEY/JEAN MAZUR

- Doesn't know, they suggest that the interim guidance be used and to focus on the project for now.

SCOTT MAAS

- Question on whether project conformity is contingent on having the conformity SIP in place? Also is the Attainment Demonstration Plan contingent on having the conformity SIP in place?

DENNIS WADE/MIKE BRADY

- No, you just need to be following the steps in the Conformity Analysis process.

JOHN KELLEY

- It appears as if the steps are being followed.

SALLY RODEMAN

- How have the air districts been coming along on the Attainment Demonstration SIP?

JIM HARRIS

- The ARB met with the air districts to help with the framing structure in September; haven't drafted or developed anything yet. We will be meeting in the spring for a draft this fall. They met with Bruce Tutor.

DENNIS WADE

- There is really nothing that the air districts can do until the ARB finishes the air quality modeling to determine what reductions are needed.

JEAN MAZUR

- What are the timelines for the document? When will FHWA need to get the approval done, so that the project doesn't miss any deadlines?

SCOTT MAAS

- The project is subject to an approval sometime in April for the PS&E phase.

SALLY RODEMAN

- Explain timing of events: Project will be available for review from March 1st to March 31st; the Public Meeting will be at CalCOG on March 8th; there will be a Caltrans representative there to present the document and answer any questions on the Conformity Analysis; Scott Maas will be there to represent Calaveras and Amador counties and will do a presentation based on what CalCOG and ACTC would like him to do.

After comments are received by the public, a copy will be e-mailed to the Interagency Consultation Working Group to assess whether there are any significant concerns. If there are no significant concerns, the document will be completed with the missing appendices relating to the comment and Public Meeting process, and will be made into a final draft. This will be finalized for Caltrans to make its final approval. Once Kome Ajise (Caltrans District 10 Director) signs the document, it will be sent to FHWA for review and approval. Then a draft version of the document will be sent for preliminary review to FHWA in early April so that FHWA can be farther along on the review process before they receive the document in its final form. After Kome has signed the letter confirming the submittal of the document to FHWA, the document will be submitted to FHWA.

JOHN KELLEY

- Suggested that Sally send the document after public comment to the group so that the group can assess the comments and determine if there are any major concerns that will cause an extension of the process. He also suggested that the entire document be made into one pdf.

DENNIS WADE

- Minor concern - The document keeps referring to the 2006 conformity determination. It is a project level conformity determination. This is a mistake that is made throughout the document.

The target for the projects completion and signing by FHWA is for the last week in April.

MEETING MINUTES

WHO: Interagency Consultation Subgroup

WHY: Methodology Being Developed for the Angel Camp Bypass
Conformity Process

WHEN: Wednesday, October 5, 2005

PARTICIPANTS: John Gedney
Betty Kibble
Mike Brady
Scott Maas
Jean Mazur

(BY PHONE) John Kelly
Dennis Wade
Karina O'Connor

HAND OUTS: Conformity Analysis Documentation - FHWA/EPA Checklist for Isolated Rural
Non-Attainment Areas (03/07/05)
San Joaquin Valley - Basic Steps for Completing the 2005 8-Hour Conformity
Demonstration; Transcad VMT Extraction; Calaveras County Travel Demand
Forecasting Model Development Report

Sally initiated the meeting with an introduction and mentioned the model years that the group was currently working with and asked if these would be good years to use. The years presented were 2008, 2015 and 2025. The year 2008 was recommended as it would be one (1) year prior to attainment. The year 2015 would actually be the first year in which the project would be built in and was used because it is within ten (10) years of the build out year (2025) and within ten (10) years of 2008. The year 2025 was used because it would be twenty (20) years out beyond 2005, as well as the RTP year.

There were questions from Scott Maas about the need for a model network for Amador County and what model years would need to be used, would they be the same, or would all of them be needed for both counties? Scott Maas raised the point that he didn't see an impact on the Angels Camp Bypass in Amador since SR-49 is north/south and SR-4 is east/west. Scott said that they would need to come up with additional funds that they don't have to model both Amador and Calaveras Counties for all of the model years (2008, 2015 and 2025).

Mike said that before you knew what the impacts were to the external stations, you could not get away with not doing the same model years for Amador County, so all model years for both counties would need to be done.

John Gedney presented his power point presentation first, then he and Betty Kibble presented it to the group using a second display the actual process they will be using to extract VMT from the Calaveras model and then plugged in the obtained VMT into EMFAC. They explained it was just an exemplary model run and not everything would be presented for the demonstration. The numbers would be different when they did the actual runs.

Mike Brady asked whether the model runs that Betty and John were doing would actually show a measurable change in traffic flow to impact the downtown area. John Gedney said that yes it would work as the previous practice runs that he and Betty had done had shown measurable change in traffic flow.

It was asked when the Angels Camp Bypass Project would be constructed. Scott Maas said that the project would go out to bid for construction on July 1, 2006, and would be open to traffic on July 1, 2010. Based on that, it was understood that the model year 2008 would not include the Angels Camp Bypass Project, the first year it would show up in would be the modeled year 2015.

Scott Maas wanted to know what triggered the timing of a Conformity Analysis and Mike Brady discussed the timing of the PS&E phase and *ready to list* phase milestones, and how these actions trigger the implementation of the Conformity Analysis process. Mike Brady discussed how the PS&E phase was requiring the Conformity Analysis process to be done and that typically this phase also triggers a last environmental re-evaluation, which Scott didn't think that Calaveras County knew that it could be needed.

John and Betty went step-by-step through EMFAC. It was resolved that they would use summer, twenty-four (24) hour (each hour in the day) and all vehicles as inputs within the EMFAC prompts.

John Gedney discussed the Rural Conformity Checklist Documentation for Isolated Rural Non-Attainment Areas that was handed out to the group and clarified a couple of items.

Mike Brady said that what needed to be done next would be a procedures paper that would need to be circulated to the whole group (the entire Interagency Consultation Group, not just those present). By working backward it was determined with PS&E being done in March, that EPA and FHWA would need the document reviewed in early January, and the procedures paper would need to be done in the next few weeks to be submitted by the first week in November to the whole Interagency Consultation Group. The group would then review it the first week in November, comments back by the second week in November and then meet the first week in December for a meeting of the overall Interagency Consultation Group (everyone for the Central Mountain Counties, plus EPA, FHWA, ARB and Caltrans). There were some closing remarks and Dennis Wade, Karina O'Connor and John Kelly got off the phone; however, the remaining group continued to discuss some crucial items - the key one being how to fund the modeling as the additional years had not been anticipated by Calaveras and Amador Counties in their OWPs.

It was determined that they would still have to run 2002 model years for both counties just in case the build, no build scenario didn't work and they'd have to use the other scenario, plus they would also have to do the model year 2008 for Amador County. The situation with Amador County is that the SR-49 Bypass would be built in November 2006 and would change the 2008 Amador model. Building the Cooks Ham project would also change the Amador model in 2008, so there would be no way out of doing the model year for 2008 for Amador County.

There was a little confusion that the Cooks Ham project was an "exempt" project; however, it was clarified by Mike Brady that it just missed the deadline for requiring to be subject to conformity, however it still being a regionally significant project would still be included in the regional emissions analysis for future years (i.e., 2008, 2015 and 2025) after it is built.


The problem of funding became the final primary concern of the remaining group and a number of different ideas came up in order to try to fund the increased costs to Calaveras County. The concept of getting funds from the project and talking to the project manager, Joy Pinne, to have it come out of the project was probably not possible, because the funds would not funnel correctly to the counties. Mike Brady said that he would try to work with Headquarters (Sharon Scherzinger in particular) to come up with a solution, and that was determined to be an action item for Mike Brady to do and to get back with District 10 as soon as possible. Scott Maas was already planning to get some funds from Alpine County but made it clear that he could not get enough to cover all of the costs but it still would be taking money from Alpine County. Scott said if he could just get \$20,000.00 that would help to fund the extra work required however he thought that \$40,000.00 would be what he would need overall.

There was a discussion concerning the need to have all of their emissions analysis preparation ready by the time the attainment SIP is needed so that the budgets can be calculated correctly to make sure that they don't exceed it and won't be able to implement their key transportation projects within the future.

Finally, Scott Maas requested that we make it clear which years will need to be modeled for Calaveras and Amador counties to establish the recognition that there are increased cost requirements, therefore we include the following statement: To summarize the model years that are required to be modeled for both Calaveras and Amador Counties, they are 2002, 2008, 2015 and 2025.

APPENDIX "E"


Public Meeting Process Documentation



PUBLIC NOTICE

Public Hearing

Angels Camp Bypass/State Route 4

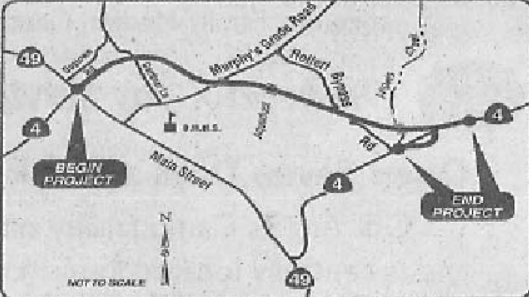


WHEN AND WHERE

Date: March 8, 2006
Time: 6:30 p.m.
Place: Cal Works Bldg
 Sequoia Room
 509 East St. Charles
 San Andreas, CA 95249

WHY THIS AD?

Caltrans, District 10 has conducted a project level conformity analysis for the Angels Camp Bypass. Calaveras County is part of the Central Mountain Counties eight hour ozone non-attainment area and this is the first project that is subject to the air quality/transportation conformity process regarding the newly established eight hour ozone standard. If you have any questions or comments they can be presented in at the public hearing, or in written form. Caltrans staff will be available to discuss your concerns and answer questions at the public hearing.



WHAT'S AVAILABLE?

The Angels Camp Bypass Project Level Conformity Analysis Draft Document will be available for your review at the San Andreas Central Library, 891 Mountain Ranch Rd., San Andreas, CA, Murphys Branch, 480 Park Lane, Murphys, CA and the Angels Camp Branch Library, 185 S. Main Street, Angels Camp, CA; Amador County Transportation Commission, 11400 American Legion Dr., Suite A, Jackson, CA 95642-2313 and at the Amador County Library at 530 Sutter St., Jackson, CA 95462. You can also request a copy. The comment period will begin on March 9th and conclude April 9th, 2006.

WHAT IS BEING PLANNED

Why is project being built? Route 4 traverses through the City of Angels Camp. The City of Angels Camp has been experiencing increased congestion. This project will bypass the City by constructing new alignment north of the existing roadway. It is anticipated that congestion in Angels Camp and the town of Murphys will be reduced by this project.

CONTACT

To request a copy or more information, contact Sally Rodeman at (209) 948-7926. For other State Highway matters, contact District 10 Public Affairs at (209) 948-7977. Submit written comments to: Caltrans, District 10, P.O. Box 2048, Stockton, CA 95201, Attn: Sally Rodeman.

SPECIAL ACCOMMODATIONS

Individuals who require special accommodations (e.g., American Sign Language interpreter, accessible seating, documentation in alternate formats, etc), are required to contact the District 10 Public Affairs Office at (209)948-7977 at least 5 days prior to the scheduled public hearing date. Telecommunication Devices for the deaf (TDD) users may contact the California Relay Service TDD line at 1-800-735-2922.
 Sally Rodeman

APPENDIX "E"

Public Meeting Process Documentation

PROOF OF PUBLICATION NOTICE

STATE OF CALIFORNIA
COUNTY OF SAN JOAQUIN

THE UNDERSIGNED SAYS:

I am a citizen of the United States and a resident of San Joaquin County; I am over the age of 18 years and not a part to or interested in the above-entitled matter. I am the principal clerk of the printer of THE RECORD, a newspaper of general publication, printed and published daily in the City of Stockton, County of San Joaquin and which newspaper has been adjudged a newspaper of general circulation in the City of Stockton and the County of San Joaquin by the Superior Court of the County of San Joaquin, State of California, under the date of February 26, 1952, File No. 52857, San Joaquin County Records; that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates,

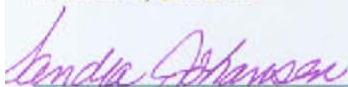
To wit: March 1,


All in the year, 2006.

I declare under penalty of perjury that the foregoing is true and correct.


Executed on: 3/1,
2006

In Stockton, California.


Sandra Johansen



PUBLIC NOTICE



Public Hearing Angels Camp Bypass/State Route 4

WHEN AND WHERE

Date: March 8, 2006
Time 6:30 p.m.
Place: Cal Works Bldg
Sequoia Room
509 East St. Charles
San Andreas, CA 95249

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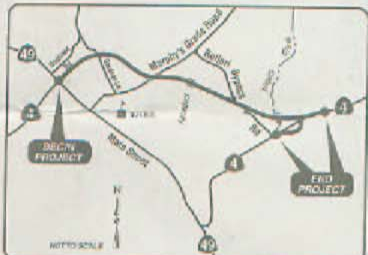
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Sally Rodeman



APPENDIX “E”
Public Meeting Process Documentation

CALAVERAS COUNCIL OF GOVERNMENTS
AGENDA

Wednesday, March 8, 2005 6:30 p.m.

NOTE: LOCATION CHANGE
Sequoia Room-CalWorks Building
509 E. St. Charles, San Andreas

IF ANY MEMBER OF THE AUDIENCE WISHES TO ADDRESS THE COUNCIL ON AN AGENDA ITEM, please come to the rostrum, state your name, and give your comments or questions. Please limit your comments to the specific subject under discussion. Time limitations shall be at the discretion of the Chair.

CONSENT AGENDA

Consent agenda items are expected to be routine and non-controversial, and will be acted upon by the Council at one time without discussion. Any Council Member, staff member or interested parties may request that an item be removed from the consent agenda for further discussion.

1. Minutes of February 8, 2006 Regular Meeting – **Action**
2. SSTAC – update
3. Oak Management Plan – update
4. Correspondence
 - a. Semi-Annual Transit Report
 - b. Dan Walters: Highway program moves ever closer to pork barrel politics
 - c. Clea Benson: Deadline looms for bond measure

REGULAR AGENDA

5. Public Comments – 5 minutes per person, 15 minutes per topic (any person wishing to address the Board on an item not on the agenda may do so at this time.)
6. Emergency Items
7. Public Informational Meeting : Proposed Angels Camp Bypass Air Conformity Determination
8. Caltrans Report
9. State Highway Projects – Scott Maas
 - a. SR4 Angels Camp Bypass
 - b. SR4 Wagon Trail Realignment
 - c. SHOPP Projects
 - d. Air Quality Conformity
10. Draft Operating Budget - **Action**
11. MOU between CCOG and Tri-Counties re: Partnership in Integrated Planning – **Action**
12. MOU between CCOG, Amador and Tuolumne County re: Tri-County Foothill-Valley Community Service - **Action**
13. Amendment #3 to the Overall Work Program 2005-06 – **Action**

14. Executive Director's Report
 - Upcoming Events
15. County Transportation Issues
16. City Transportation Issues
17. ADJOURNMENT The next scheduled meeting of the CCOG is **April 12, 2006 @ 6:30pm** in the Board of Supervisors' Chambers, Government Center, San Andreas, CA

APPENDIX “E”

Public Meeting Process Documentation

MINUTES OF A REGULAR MEETING OF THE CALAVERAS COUNCIL OF GOVERNMENTS COUNTY OF CALAVERAS, STATE OF CALIFORNIA HELD ON MARCH 8, 2006

Council Members present: Merita Callaway – *Chair*, Curly Middleton – *Vice Chair*, Victoria Erickson, Lee Seaton, Michelle Plotnik, Bob Leitzell and Trudy Lackey

Staff: George Dondero - Executive Director; Brittany Odermann – Transportation Planner; Mary Kelly Administrative Assistant

CONSENT AGENDA

Item #4a was pulled by Chair Callaway. Motion was then made approving the remainder of the Consent Agenda Items as submitted:

Moved: Plotnik Second: Middleton Approved: 7-0

1. Minutes of February 8, 2006 Regular Meeting - **Action** Approved 6-1 Abstain: Faught
2. SSTAC - Update
3. Oak Management Plan - Update
4. Correspondence
 - b. Dan Walters – Highway program moves ever closer to pork barrel politics
 - c. Clea Benson – Deadline looms for bond measure

NOTE: Council Member Leitzell arrived during discussion of Item 4a. Dorian Faught, alternate to the Board stepped down.

4a. Semi-Annual Transit Report: Chair Callaway asked what future plans there were for increasing farebox to meet TDA requirements of 10%. Nathan Atherstone, Transit Manager explained that there were changes in routes and ridership not included in the semi-annual report and these changes will be shown on the next semi-annual report due at the end of the fiscal year. He believes the changes will make a significant impact to the farebox.

Moved: Plotnik Second: Middleton Approved: 7-0

REGULAR AGENDA

5. PUBLIC COMMENTS

- Gabe Karam, ex-Council Member expressed his thanks to George Dondero for his leadership as Executive Director.
- Gary Caldwell, Valley Springs stated that Dondero has provided excellent services to the CCOG. He also felt it was unfortunate that the idea of dissolving the CCOG has surfaced again.

The CCOG provides a unique service and to suggest that the CCOG should be transferred to Public Works is impractical and unrealistic.

- Steve Wilensky, County Board Supervisor, District 2, thanked George for the level of dedication, integrity and skill he provided to Calaveras County.
- Several business owners from Angels Camp spoke regarding the demolition of the buildings they lease from Caltrans. Some owners have spent thousands of dollars on their businesses having been told by Caltrans that construction will not begin for 3 years. They have now been informed that the buildings will be demolished. Michael Rodrigues, Caltrans Assistant Regional Chief of Right-of-Way explained that there are cancellation clauses for both parties in their standard lease agreements. The utility relocation is scheduled for September '06. Rodrigues explained that Caltrans will work with the businesses as long as possible, but they will need to vacate prior to utility relocation. A notice to relocate showing a start date and a finish date will be given to the businesses. They must be out before the end date of the notice. The relocation notices have not gone to the businesses because the start and finish dates haven't been decided yet. The notices probably won't go out until late April. Caltrans plans to let the businesses remain open as long as possible, but there is a timeframe when certain processes need to happen.
- Chair Callaway explained that an item needs to be placed on the April Agenda on whether the CCOG will recruit for a new Executive Director or if the County should take over as the transportation planning agency.
 - **Action Item: Mary to send a copy of the Executive Director's job description to members of the Council before the April 12th meeting.**
- A training session will be held at the CCOG on March 14th @ 3:30pm on transportation funding, acronyms and general transportation information.

➤ **Action Item: Mary to email Council Members the meeting time and date.**

6. EMERGENCY ITEMS

There were no emergency items.

7. PUBLIC INFORMATIONAL MEETING – Proposed Angels Camp Bypass Air Conformity Determination

Item 9d was combined with this item.

Michael Brady, Air Quality Conformity Coordinator explained that beginning March 9, there will be a public review and comment period for the Regional Conformity Analysis related to the Angels Camp Bypass. With a Powerpoint presentation, he explained the conformity process. The Conformity Analysis document will be available for review in several areas in the County, including the Calaveras COG

8. CALTRANS REPORT

Jane Perez, Chief – Caltrans office of Regional Planning and Administration presented the Executive Director with a plaque recognizing his contributions to the CCOG and Caltrans, and thanking him for his dedication and service. She then reported on the following action items from the February meeting:

- The Caltrans Traffic Safety Branch is still working on the traffic light at Avery/Sheep Ranch Road.

- The mudslide on SR49 in Angels Camp is not within Caltrans' right-of-way, nor their responsibility.
- Traffic Safety Maintenance personnel are checking the Angels Oaks intersection to see if reflectors are needed.
- Design is in progress at Utica Grade to fill in the missing portion of turnout. There are some environmental issues that need to be taken care of. The Ready to List date is September '08.

Curly Middleton reported that because there isn't a speed sign on Highway 4, eastbound cars coming from Stockton at high rates of speed are creating safety problems.

➤ **Action Item:** *Jane will check on this and report back to the CCOG.*

9. STATE HIGHWAY PROJECT REPORTS

- a. SR4 Angels Camp Bypass – Scott Maas, Project Manager summarized the report provided in the packet.
- b. SR4 Wagon Trail Project – Maas summarized the report provided in the packet.
- c. SHOPP Projects – Maas summarized the project report provided in the packet.
- d. Air Quality Conformity – Discussed under Agenda Item 7.

10. DRAFT OPERATING BUDGET – Action

Motion was made approving the draft administrative budget for FY 2006-07.

Moved: Middleton Second: Plotnik Approved: 7-0

11. MOU BETWEEN CCOG & TRI-COUNTIES RE: PARTNERSHIP IN INTEGRATED PLANNING - Action

The Council approved entering into a Memorandum of Understanding with Alpine County and Amador County Transportation Commission to participate in the Tri-County Partnership in Integrated Planning.

Moved: Middleton Second: Plotnik Approved: 7-0

12. MOU BETWEEN CCOG, AMADOR AND TUOLUMNE RE: FOOTHILL COMMUTER SERVICES PROJECT – Action

The Council approved entering into a Memorandum of Understanding with Tuolumne County Transportation Commission and Amador County Transportation Commission to participate in the Foothill Commuter Services Project.

Motion: Seaton Second: Plotnik Approved: 7-0

13. AMENDMENT #3 TO THE OVERALL WORK PROGRAM 2005-06 - Action

The Council approved a resolution adopting a third amendment to the Overall Work Program for FY 2005-06 as presented.

Motion: Seaton Second: Plotnik Approved: 7-0

14. EXECUTIVE DIRECTOR'S REPORT

Mr. Dondero reviewed his report supplied in the packet. He also attended a presentation on Caltrans' North Region GIS tool that was conducted by Caltrans District 3 that afternoon.

The compensation survey requested from the Council in February has not been completed, but a handout was given to the Council showing a summary of the salary figures supplied by the surveyed counties. Dondero will provide a write-up to go with the summary before he leaves.

15. COUNTY TRANSPORTATION ISSUES

There were no issues from the County.

16. CITY TRANSPORTATION ISSUES

There were no issues from the City.

17. ADJOURNMENT

The meeting was adjourned at 8:30 pm.

ATTEST:



Mary Kelly, Recording Secretary
Calaveras Council of Governments



Merita Callaway, Chair
Calaveras Council of Governments



APPENDIX “F”

No comments were made during the comment period.

ANGELS CAMP BYPASS PROJECT LEVEL CONFORMITY ANALYSIS METHODOLOGY

**For the Central Mountain Counties
8-Hour Ozone Non-Attainment Area for
Calaveras and Amador Counties**

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1. BACKGROUND

The project that has undergone a Conformity Analysis is the Angels Camp Bypass located within Calaveras County. The post mile limits of the project on State Route 4 are as follows: PM R21.1 to PM R23.4. Calaveras and Amador are two (2) counties that make up the boundaries of the Central Mountain County 8-Hour Ozone Non-Attainment Area. This is the first transportation project in the Central Mountain County 8 Hour Ozone Non-Attainment area subject to require a conformity determination (a supplemental EA/EIS was not initiated for air quality purposes). The area has been determined to be isolated rural and has population centers of less than 50,000. The Environmental Protection Agency designated the area as Subpart 1 (basic) and did not classify it as some other areas were classified as either marginal, moderate, serious or severe non-attainment for the 8-hour ozone standard. Due to its isolated rural status, it is therefore exempt from Federal Highway Administration/Federal Transportation Administration (FHWA/FTA) metropolitan planning requirements related to the development of transportation plans and Transportation Improvement Programs (TIPs), and where projects are not a part of the emissions analysis of any Metropolitan Planning Organizations (MPOs) metropolitan transportation plan or TIP. Transportation projects for the area must be included in a statewide transportation plan and Statewide Transportation Improvement Program (STIP) prior to Federal action to fund or approve such projects. The ozone precursors expected to be generated due to the 8-hour ozone non-attainment status include the following pollutants: *reactive organic gases* (ROG) and *nitrogen oxides* (NO_x). The area is attainment/unclassified for *carbon monoxide* (CO), *particulate matter of ten (10) microns or smaller* (PM₁₀) and *particulate matter of 2.5 microns or smaller* (PM_{2.5}); therefore, the project does not cause or contribute to any new localized PM or CO violations nor contribute to eliminating or reducing the severity and number of localized CO violations. Table "A" is part of a section that shows for each pollutant and precursor, whether the interim emissions tests and/or the budget test applies for conformity.

There is no budget to have been deemed adequate, yet consequently it is not subject to conditions for an area with SIP budgets and an interim emissions test (TBD) is used.

A single regional emissions analysis that includes all regionally significant projects in the non-attainment area is undertaken per scenario year to demonstrate the compliance with conformity requirements for all projects included in the planning horizon for both Calaveras and Amador counties. This is for the scenario years 2008, 2015 and 2025 (the scenario year 2002 is also included but will not be used in the action vs. baseline test, but is provided for information only). All regionally significant projects, according to their opening dates for traffic regardless of funding source, are modeled in each scenario. Each project is included in Table “B” (Amador County) and Table “C” (Calaveras County), and is identified by analysis year when it will be open to traffic. In addition, vehicle miles of travel (VMT) for non-regionally significant Federal projects are also accounted for in the regional emissions analysis. The regional emissions analysis complies with all applicable conformity requirements; however, since there is not an air quality implementation plan developed yet, transportation control measures (TCMs), non-regulatory measures or court orders relating to this project, these requirements are not applicable.

TABLE “A”

	<i>Interim Emission Test Applies</i>	<i>Budget Test Applies</i>
Pollutant: ozone	X	
Precursor: nitrogen oxides (NO _x)	X	
Precursor: reactive organic gases (ROG)	X	

TABLE “B”

<i>Amador County</i>	
Cooks Ham built in:	05/01/05
SR-49 Bypass built in:	11/01/08

TABLE “C”

<i>Calaveras County</i>	
Angels Camp Bypass built in:	07/01/15

The Central Mountain Counties 8-Hour Ozone Non-Attainment Area, as an isolated rural non-attainment area for marginal and below, is not subject to the reasonable further progress requirements of CAA section 182(b)(1). Ozone and the ozone precursors are subject to analysis per VMT. The action/baseline interim emissions test results pass the conformity test for the Angels Camp Bypass Project.

2. CONFORMITY RULE CRITERIA TO BE FULFILLED

There will be a number of Conformity Rule criteria that will be required to be fulfilled. The following is an excerpt from 40 CFR 93.109, Table 1, from which the relevant criteria is presented here for acknowledgement that the criteria do apply to the Central Mountain Counties 8-Hour Ozone Non-Attainment Area.

40CFR 93.109, From Table 1 –Conformity Criteria That Will Apply

All actions at all times:

- 93.109 Latest Planning Assumptions (applicable)
- 93.110.1 Latest Emissions Model (applicable)
- 93.110.2 Consultation (applicable)

Project (not from a conforming plan and TIP):

- 93.113(d) TCMs (not applicable for this Conformity Analysis if emissions do not exceed interim emissions test criteria)
- 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle emissions and budgets (applicable)

3. PROJECT LEVEL CONFORMITY

The Angels Camp Bypass is the first and only project in the Central Mountain County 8-Hour Ozone Non-Attainment Area that is currently subject to conformity. Therefore, by default, project level conformity will apply regarding the Angels Camp Bypass Conformity Analysis.

4. MOBILE SOURCE EMISSIONS ESTIMATION

Mobile source emissions estimates prepared for this Angels Camp Bypass Conformity Analysis generally involved three (3) tasks:

1. Developing data describing travel activity (e.g., the number of vehicle trips and number of VMT);
2. Generating mobile source emission rates which quantify emissions generated by travel activity (e.g., emissions per trip or emissions per VMT); and
3. Multiplying the amount of travel activity by the mobile source emission rates.

The descriptions of travel activity data that will be used in this analysis will come from the Calaveras and Amador Counties regional travel demand models (TDMs). The mobile source emission rates and the multiplication of travel activity data by mobile source emission rates will be performed by application of the EMFAC 2002 emissions model.

The following section of this report present a detailed description of the assumptions and approaches applied in the Calaveras and Amador counties travel model/EMFAC 2002 analysis process.

5. DATA SOURCES

Estimates of vehicle activity (e.g., the number of vehicle trips and VMT that are used in this conformity assessment are from the regional TDM maintained by Fehr & Peers). Each model is analyzed separately and the emissions of the “action” scenario are not greater than the emissions predicted in the “baseline” scenario, and this is true in the periods between the analysis years.

6. INTERAGENCY CONSULTATION AND COOPERATION

The project involved the cooperation of, and contributions from, several agencies including Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), California Air Resources Board (CARB), Caltrans District 10, Calaveras Council of Governments (CCOG) and the Amador County Transportation Commission (ACTC). The EMFAC 2002 software and documentation is provided by Air Resources Board (ARB). The ARB also provides guidance on the operation of the software. Travel activity data, in the form of TDM files, will be provided through efforts of consultants for Calaveras and Amador Counties: Fehr & Peers, as well as the assistance of Caltrans District 10 staff using the regional TDM, along with known present and future regionally significant projects. EMFAC 2002 input data is being provided by Caltrans District 10, CCOG, ACTC, ARB, and the Calaveras and Amador Counties Air Pollution Control Districts (APCD). A review of the technical analysis approaches applied in this Conformity Analysis will be provided by FHWA, FTA, EPA, ARB, and the Calaveras and Amador Counties APCDs.

7. SCENARIOS TESTED FOR CONFORMITY

Three (3) scenarios were tested for conformity for this Conformity Analysis. Each scenario represents a different year.

The first year scenario will be whether the action scenario will be equal or less than the baseline scenario for each scenario year applicable in Calaveras County: 2015 and 2025. The other scenario year will be for 2008. The project is not built until 2015, so the 2008 model does not include the Angels Camp Bypass Project. For Amador County, the Cooks Ham and SR-49 projects are included in the 2008 scenario, and then in all future scenarios: 2015 and 2025. In developing the projections of travel activity for these scenarios, both the highway networks and land use data for each of the scenarios are developed to be consistent with anticipated future conditions. Trip data coded into the TDM for the years 2008 through 2025 are developed based on a land use analysis for Calaveras County. In particular this includes the Benefit Basin Plan and a comprehensive county-wide analysis, a similar comprehensive analysis is being conducted for Amador County's TDM. Each future model year scenario for both counties includes a highway network that reflects how the roadway system in the non-attainment area is expected for each future year, including all regionally significant projects that will be open to the public for each future year scenarios. Similarly, each model year scenario represents progressively greater land use development, including more fully developed roadway networks and greater levels of land use developed expected to occur in 2008, 2015 and 2025.

8. INPUT VALUES

EMFAC 2002 is the latest emissions model approved by EPA. It uses the latest planning assumptions that are less than five (5) years old. Applying the EMFAC 2002 program requires data describing area-wide travel activity, and data describing how this activity is stratified in several ways. For this project, data describing vehicle activity is divided into:

- Each of the three (3) analysis years
- Each of the two (2) counties
- Thirteen (13) types of vehicles
- Twenty four (24) hourly periods of the day
- Fourteen (14) vehicle speed categories

The following is a description of specific EMFAC 2002 input values:

A. Vehicle Trips

EMFAC 2002 contains information on the number of vehicle trips projected to occur under each scenario for each county in the study area based on the total vehicle population. The estimates of vehicle trips under each scenario for each county are provided in an output table (now included as a template in the following subsection labeled “D”).

B. Vehicle Miles Traveled

EMFAC 2002 requires information on VMT projected to occur under each scenario for each county in the study area. Data was developed by applying the TransCAD model for each time period. Model results for each county for the assignment for 2008, 2015 and 2025 are used to derive vehicle miles of travel data (template included in the following subsection labeled “D”).

C. Vehicle Trips and VMT: Distribution by Period of the Day

Estimates of VMT are developed for each of the two (2) counties for the described scenarios to be used in the Conformity Analysis. TransCAD traffic modeling software is being used to estimate vehicle trips and VMT by county.

D. Template for Summary of Daily VMT and Vehicle Trips ♦

<i>YEAR</i>		Calaveras County	Amador County
2002	VMT (1000's)		
	Vehicle Trips (1000's)		
2008	VMT (1000's)		
	Vehicle Trips (1000's)		
2015	VMT (1000's)		
	Vehicle Trips (1000's)		
2025	VMT (1000's)		
	Vehicle Trips (1000's)		

♦ See Tables 2-1 and 2-2 in main document for final results

E. Vehicle Miles Traveled: Distribution by Vehicle Speed

Estimates of VMT stratified by county, period of the day and vehicle speed categories. This data will be developed by applying the traffic assignment results from the TransCAD traffic models for Calaveras and Amador counties. The following are the fourteen (14) speed categories used by EMFAC 2002:

<i>Minimum Speed</i>	
1. 0–5 mph	2. 5–10 mph
3. 10–15 mph	4. 15–20 mph
5. 20–25 mph	6. 25–30 mph
7. 30–35 mph	8. 35–40 mph
9. 40–45 mph	10. 45–50 mph
11. 50–55 mph	12. 55–60 mph
13. 60–65 mph	14. 65–70 mph

The resulting distribution of VMT by county, period of the day, and vehicle type and speed ranges will be entered into the EMFAC 2002 user interface.

F. Vehicle Miles Traveled for Intrazonal Trips

It was decided that the Intrazonal trips would have a minimal impact on the build scenario.

G. Number of Vehicles

The EMFAC 2002 program requires information describing the number and type of motor vehicles present in the study area. Information describing the number and type of vehicles in the study area is generated via the EMFAC 2002 model using motor vehicle data collected by the ARB.

H. Distribution of Travel Activity by Vehicle Type

The EMFAC 2002 program requires information describing the distribution of the VMT and speeds by vehicle type. Control totals for VMT and the number of vehicle trips will be from the Calaveras and Amador counties TransCAD TDMs, as described above. Control totals for the number of vehicles are contained in the default values of EMFAC 2002.

The resulting stratification will be contained within the default values of the EMFAC 2002 program assumptions for the non-attainment area.

I. Distribution by Engine Type

The data files provided with the EMFAC 2002 program contain forecasts of vehicle fleet mix by vehicle type, whether the vehicles are equipped with catalytic converters and whether the vehicle is fueled by diesel fuel or gasoline. These distributions by vehicle engine type are used by EMFAC 2002. The documentation of procedures used to develop these distributions is presented in the ARB document *“Methodology for Estimating Emissions from On-Road Motor Vehicles”*.

PUBLIC INPUT MEETING

**To Initiate The Public
Commentary Process
For:**



The Central Mountain
Counties 8-hour Ozone
Project Level
Conformity Analysis
For The Angels Camp
Bypass Project

EXPLANATION OF THE ANGELS CAMP BYPASS CONFORMITY ANALYSIS

- What is a conformity analysis/determination?
- Why do an air quality analysis/determination for the Angels Camp Bypass?
- Why is it needed? What is the 8-hour ozone standard?
- What are the pollutants?
Ozone Precursors: ROG and NOx
- Why build models for analysis years 2002, 2008, 2015 and 2025 for both Calaveras and Amador counties?
 - Amador model’s vehicle trips were found to not increase with the development of the Angels Camp Bypass



Air Quality Benefits

CALAVERAS COUNTY	OZONE PRECURSOR			
	NOx (tons per day)		ROG (tons per day)	
	Baseline	Action	Baseline	Action
	YEAR			
2008	4.53	4.53	4.38	4.38
2015	3.58	3.58	2.55	2.55
2025	1.55	1.55	1.31	1.30

Traffic Congestion Benefits City of Angels Camp

	Congested Speeds	% Of Improvement
<i>Without Bypass: 2025</i>	18 MPH	0
<i>With Bypass: 2025</i>	26 MPH	39%

Agency and Public Participation

- **Who is involved?**
- **The Interagency Consultation Working Group?**
- **How Can The Public Be Involved?**
- **Website:**
<http://www.dot.ca.gov/dist10/pages/airquality.htm>



***Where Can The Document Be
Located
For Reviewing Purposes?***

- *SAN ANDREAS CENTRAL LIBRARY*
at 891 Mountain Ranch Road in San
Andreas
- *MURPHYS BRANCH LIBRARY*
at 480 Park Lane in Murphys
- *ANGELS CAMP BRANCH LIBRARY*
at 185 South Main Street in Angels Camp
- *AMADOR COUNTY LIBRARY*
at 530 Sutter Street in Jackson
- *AMADOR COUNTY TRANSPORTATION
COMMISSION*
at 11400 American Legion Drive (Ste. A)
in Jackson
- *CALAVERAS COUNTY COUNCIL OF
GOVERNMENTS*
at 692 Marshall Road (Unit A) in San
Andreas

Are There Any Questions or Comments?

- **PUBLIC COMMENTARY
PERIOD: MARCH 9TH
TO APRIL 9TH**



- **REQUEST FOR INPUT
FROM THE PUBLIC**

CONTACT INFORMATION



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